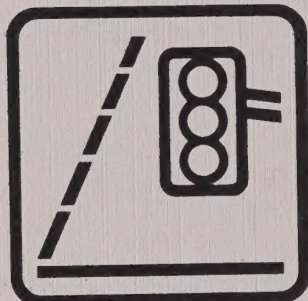


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GENERAL PLAN



City of
Rancho Cucamonga

April 1981



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GENERAL PLAN
FOR THE
CITY OF RANCHO CUCAMONGA

Recommended for Adoption by Rancho Cucamonga
Planning Commission this 17th day of February, 1981

By
Resolution No. 81-13
(Amended June 13, 1984, Res. 84-49)

Adopted by Rancho Cucamonga City Council
This 6th day of April, 1981

By
Resolution No. 81-40
(Amended July 18, 1984, Res. 84-207)

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CITY OF RANCHO CUCAMONGA

Mayor Phillip D. Schlosser

Councilmen

Arthur H. Bridge
James C. Frost

Jon D. Mikels
Michael A. Palombo

Dear Citizen,

The General Plan of the City of Rancho Cucamonga represents a blueprint for the growth of Rancho Cucamonga. It is a statement of purpose and commitment for the City to effectively manage the complex integration of physical, social, cultural, and economic growth. As a new City, it is important that the General Plan establishes a long range program of goals, objectives, and policies that can achieve the City's needs and desires.

Throughout the process which ensued in preparing the General Plan, numerous public meetings were held where people came and participated by providing input and opinions. Especially to be commended are the members of the General Plan Citizens Advisory Committee and Planning Commission who spent many hours reviewing the plan, offering their comments, and listening to others. It was our hope that the General Plan, once adopted, would represent the goals and aspirations of the residents of Rancho Cucamonga; we believe that this has become a reality.

It is our hope that every resident of Rancho Cucamonga can feel that they are an active part of the City's present and future and can appreciate the fine General Plan which is included herein and help to make its purpose a reality.

Phillip D. Schlosser
Mayor

PS/SM:jr

CITY OF RANCHO CUCAMONGA

San Bernardino County, California

City of Rancho Cucamonga
City Manager
City of Rancho Cucamonga



Dear Citizens:

The Board of Directors of the City of Rancho Cucamonga is pleased to announce the results of the 2011 Citywide Survey. The survey was conducted by the City of Rancho Cucamonga and the results are as follows: 1. The City of Rancho Cucamonga is a great place to live. 2. The City of Rancho Cucamonga is a great place to work. 3. The City of Rancho Cucamonga is a great place to do business. 4. The City of Rancho Cucamonga is a great place to raise a family. 5. The City of Rancho Cucamonga is a great place to retire.

Throughout the survey, we heard from you about the things you love about the City of Rancho Cucamonga. We heard that you love the beautiful scenery, the friendly people, and the great schools. We heard that you love the parks and recreation facilities, the shopping and dining options, and the overall quality of life. We heard that you love the sense of community and the pride in the City of Rancho Cucamonga. We heard that you love the safety and security of the City of Rancho Cucamonga. We heard that you love the convenience and accessibility of the City of Rancho Cucamonga. We heard that you love the history and heritage of the City of Rancho Cucamonga. We heard that you love the future and potential of the City of Rancho Cucamonga. We heard that you love the City of Rancho Cucamonga.

It is our hope that you will continue to love the City of Rancho Cucamonga and that you will continue to be proud to call it home. We will continue to work hard to make the City of Rancho Cucamonga an even better place to live, work, do business, raise a family, and retire. We will continue to listen to you and to respond to your needs and desires. We will continue to be your City of Rancho Cucamonga.

[Signature]
City Manager
City of Rancho Cucamonga

CITY COUNCIL

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James C. Frost Arthur H. Bridge, Mayor Pro Tem
Jon D. Mikels Michael A. Palombo

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Mary Barlow	Joe White

Special Thanks To:

Members of Rancho Cucamonga Citizen Advisory Commission
Members of the Alta Loma Riding Club
Individuals of the community who participated in the approval process.

City Council

Mayor: William H. Harrison
Council: William H. Harrison, Mayor
Council: William H. Harrison, Mayor
Council: William H. Harrison, Mayor
Council: William H. Harrison, Mayor

County Board of Supervisors

Chairman: William H. Harrison
Members: William H. Harrison, Mayor
Members: William H. Harrison, Mayor
Members: William H. Harrison, Mayor
Members: William H. Harrison, Mayor

General and Special Sessions

General Sessions	Special Sessions
1890	1890
1891	1891
1892	1892
1893	1893
1894	1894
1895	1895
1896	1896
1897	1897
1898	1898
1899	1899
1900	1900

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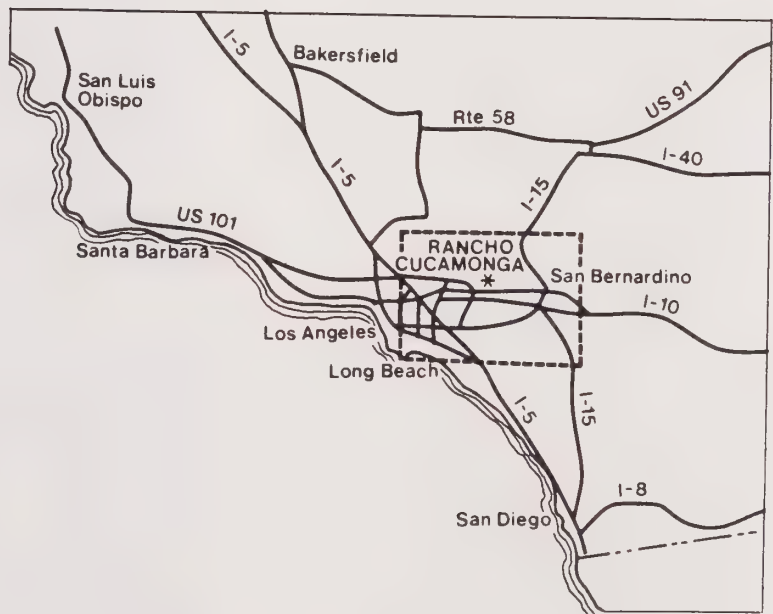
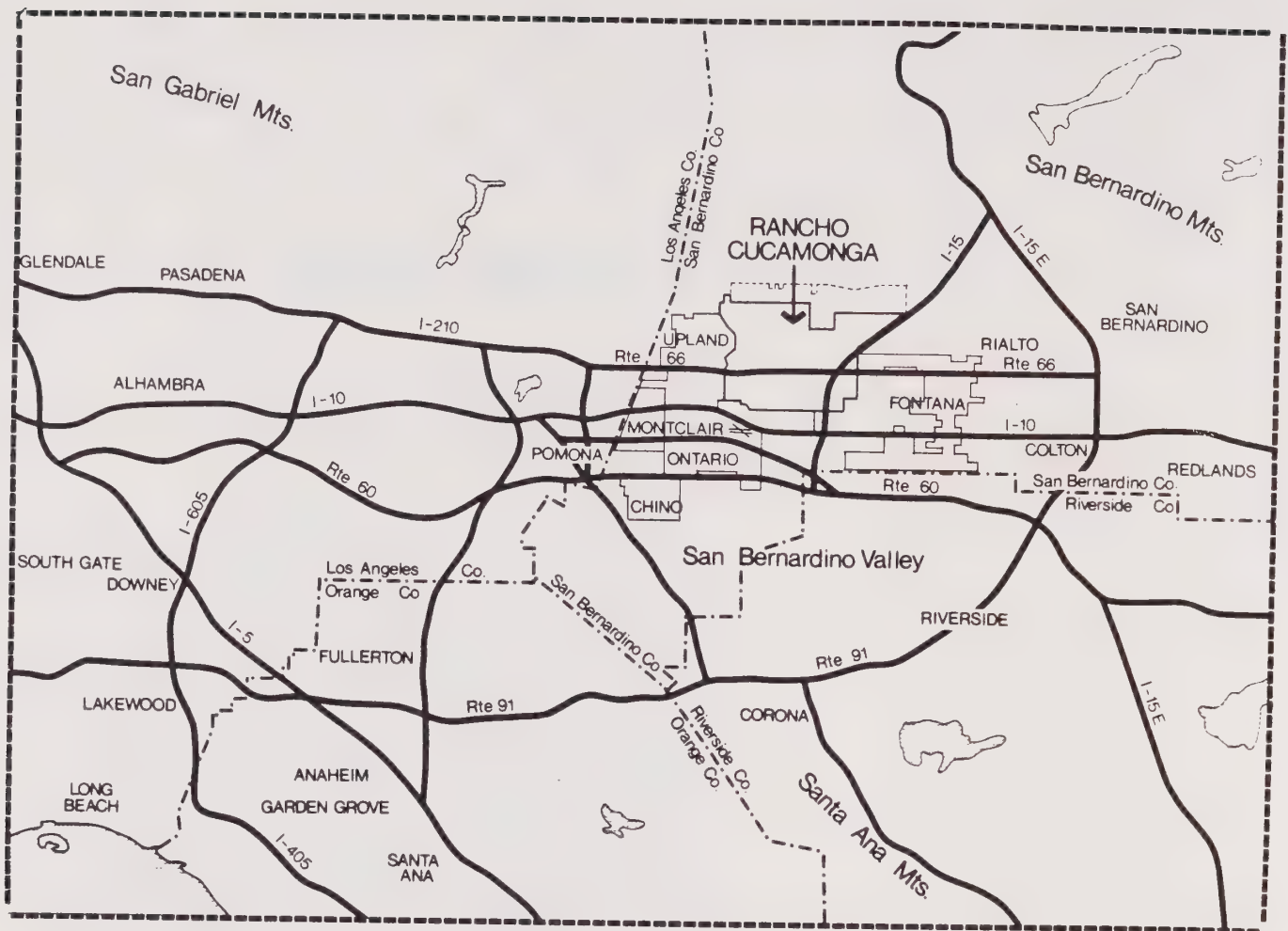
I INTRODUCTION

THE NEED FOR A GENERAL PLAN

The City of Rancho Cucamonga, situated in the southwest corner of San Bernardino County, is 37 miles east of downtown Los Angeles and 15 miles west of downtown San Bernardino. The San Gabriel Mountains rise majestically to the north and the communities of Upland, Ontario, and Fontana surround the City on the west, south, and east, respectively. In a region known as the West Valley, Rancho Cucamonga is strategically located at the hub of an extensive transportation network and within short commute distance of major employment centers in southern California. Figure 1-1 shows the location of the City in its regional setting.

Pressures to develop the area were evident in the mid-1970's. Persons employed in the Los Angeles basin or Orange County who wanted a new single family detached house in an affordable price range had limited choices: Ventura County, Riverside-Corona, or the West Valley. Middle-income families were being priced out of new housing in much of Orange County, and those who could afford to pay would rather have the larger house and lot that were available in Rancho Cucamonga. The response to these pressures was uncontrolled, unmanaged development.

Rancho Cucamonga is the third most populous community in the county, with over 50,000 residents. The City's rapid development has not occurred without growing pains however. The impact of nearly doubling in population (more than 90 percent) within a short span of time (1975 to 1979) has had significant impacts on the City's infrastructure as well as its social fabric. Schools have become overcrowded, streets congested, and drainage problems exacerbated. Entire



**Figure I-1
REGIONAL SETTING**

neighborhoods have sprouted up without the cohesion and heritage that breeds familiarity and a sense of identity found in older neighborhoods. The City's 5,000 acre industrial area is attracting industrial developers nationwide, yet housing opportunities to accommodate the anticipated explosion in jobs is constrained by a lack of multifamily rental units and a limit on residential development because of overcrowded schools. All of these consequences of uncoordinated development made the need and desirability for a comprehensive plan all the more important.

In November 1977, the voters of Alta Loma, Cucamonga, and Etiwanda approved incorporation of Rancho Cucamonga--the main reasons being to exert some local control over the physical development of the three communities and to begin a process for planning the orderly and efficient design of a new community. The process has proceeded in two phases. The first phase attempted to develop a set of policies that dealt with the issues of widest public interest. The policies expressed in the Interim Land Use, Circulation, and Public Facilities elements were felt to be the most significant in terms of developing a framework for consistent decisions and for shaping the physical form of the City. This phase was completed in February 1979 with the adoption of these interim elements by the City Council. The second phase, initiated in late 1979, was devoted to preparing the other elements required by State law (housing, open space, conservation, seismic safety, safety, noise, and scenic highways) and to revising the interim elements, as necessary. In addition, two optional elements, community design and energy, were prepared, and the parks and recreation portion of the Public Facilities Element was revised. This document presents the state-mandated elements and optional elements in a comprehensive and integrated plan for Rancho Cucamonga.

PURPOSE OF THE GENERAL PLAN

The City's General Plan evolved from an analysis of the opportunities and constraints

to development. Public involvement was a necessary ingredient throughout the entire process. When the Plan is adopted by the City Council, it:

- o represents a formal expression of the community's goals and desires;
- o provides a guide for making decisions about the City's development; and
- o fulfills state law (Calif. Govt. Code Sec. 65302) requiring preparation of such a document.

The General Plan is a statement by the present citizens of what is in the best interest of the community. Its primary function is to allow a community to consciously consider and shape its own future. The comprehensiveness and integrated nature of the Plan provides a community with the means to determine the relative importance of differing values such as preservation of natural resources, provision of parks and recreational facilities, community appearance, and timely provision of public services. It does so by setting forth broad community goals, translating these goals into specific policy statements, and specifying measures to accomplish the objectives of the Plan.

The Plan affects public and private properties within the Rancho Cucamonga planning area. The planning area includes all lands within the Rancho Cucamonga City limits and the unincorporated lands to the north within the City's sphere of influence (see Figure 1-2). Adoption of the Plan by the City Council will not necessarily commit San Bernardino County to use the policies and programs in the unincorporated areas; however, the City will use the Plan to review projects in the unincorporated areas and to encourage the County to use the same policies and provisions.

The General Plan should not be viewed as the final statement of the City's vision. With time, its population will change, its goals will be redefined, and the physical environment in which its residents work and

recreate will be altered. The City will undergo change continuously and at best, the Plan represents a summary of the activities of planning and hopes for the future at this particular point in time. In order for the General Plan to be a useful document, it must be periodically revised to respond to and reflect changing conditions.

ORGANIZATION

The General Plan is organized into six chapters and a set of appendices.

- o Chapter I describes the purpose and use of the General Plan.
- o Chapter II presents citywide goals and objectives for the development of the City.
- o Chapter III presents specific policies for the use of land and its development in the City. The Land Use and Development Super-Element includes the subject areas of land use, circulation, housing, public facilities, and community design. Its purpose is to establish policies for the utilization of the City's land resources, to promote the provision of public services and housing opportunities, and to enhance the character imparted by the area's natural landform and man-made structures.
- o Chapter IV presents specific policies for the use of natural resources. The Environmental Resources Super-Element includes the subject areas of open space and conservation. It sets forth basic policies for the management and conservation of the natural and open space resources of the City.

Energy conservation is an increasingly important subject area, particularly in light of rising energy costs and uncertain fuel supplies. As energy affects all aspects of our daily lives, it is explicitly considered within each of the elements and their component subject areas. However,

in order for the reader to see these policies in one place in the Plan, they are discussed in greater detail in the Environmental Resources Super-Element.

- o Chapter V presents specific policies for the protection of public health and safety. The Public Health and Safety Super-Element includes the subject areas of seismic safety, noise, and safety. It establishes policies for those aspects of the man-made and natural environment that relate to human comfort and safety, including but not limited to geologic hazards, fire, flooding, noise, and crime.
- o Chapter VI presents an overall program for the implementation of the General Plan.
- o The appendix contains background information on the reasoning behind the policies of the Plan.

The format selected for the Rancho Cucamonga General Plan is designed to make it manageable and comprehensible to the diverse public which will use it.

HOW TO USE THE PLAN

The mandatory elements required by the State and the additional optional elements have been grouped into "Super-Elements" according to their subject matter and purpose, as depicted in Figure 1-3. The three Super-Elements are Land Use and Development, Environmental Resources, and Public Health and Safety, as described in the previous section.

The presentation of each subject area generally follows a similar organization:

- o a summary of existing conditions provides background to the situation and issues,
- o objectives express the City's commitment to addressing the issues and provide general guidance for more specific policies and action programs,

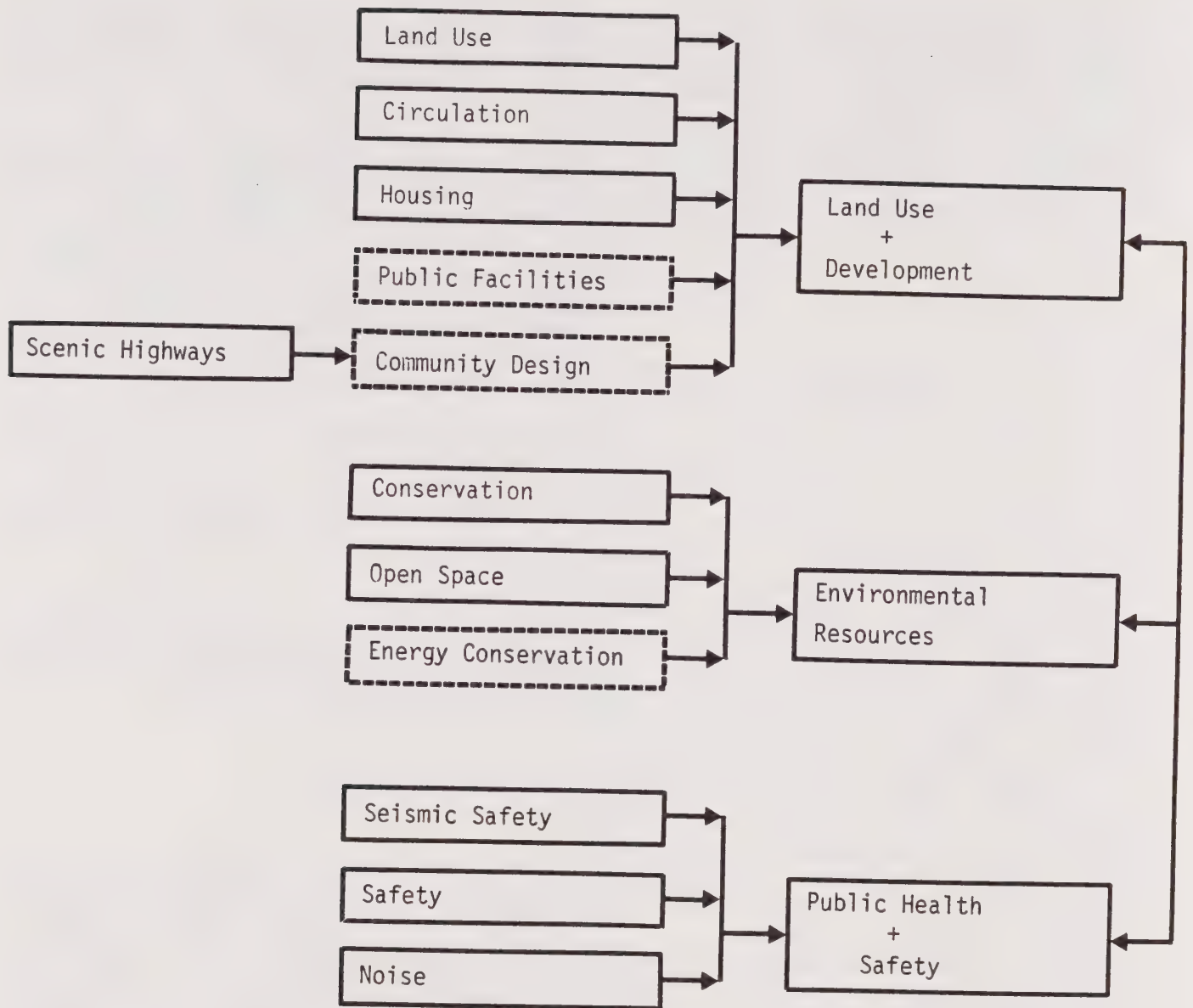
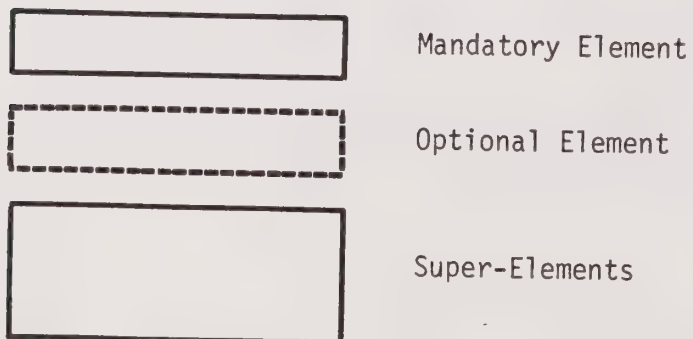


Figure I-3
GENERAL PLAN ORGANIZATION



- o policies indicate a course of action and detail the standards and guidelines necessary to fulfill the goal and objectives, and
- o implementation measures, programs or plan proposals are identified in order to carry out the policies.

This format allows people using the General Plan to turn to the section that interests them and quickly gain a perspective of the City's policies on the subject. It is important for people using the Plan to realize fully that the various elements are very much interrelated and that the Plan should be viewed in total and not section by section.

The Plan's policies are presented both as written statements and as policy maps. Each of these is complementary; the written policies establish the basic intent or approach to be taken, and the policy maps show the intended spatial application of the written policies. It is important that both the text and policy maps be referred to when making future planning decisions. Other illustrative figures are included to assist interpretation of written policies.

II PLAN SUMMARY

During the period since incorporation, citizens, the City staff, Planning Commission, and City Council have worked together to develop an effective community planning program. This program must be founded on a clear set of overall goals and objectives which will underlie all the development decisions made by the City. During the initial phases of the General Plan program, a Citizen Advisory Committee was formed to help articulate these goals and objectives. The Citizen Advisory Committee was composed of representatives of various interest groups, each selected to provide a diverse spectrum of viewpoints, including those of the three pre-incorporation communities, the Planning Commission, the City Council, the equestrian group, senior citizens, Chaffey College, parks and recreation groups, North Town, the building industry, and the real estate community.

PLAN GOALS AND OBJECTIVES

The following sets of guidelines are an outgrowth of work sessions with the citizens group and City staff. They express the community's aspirations and are the interpretation of the public concern and interest. Goals are broad statements that define a community's hopes for the future. They are general and do not indicate when nor how they are to be accomplished. Objectives are statements of interest that generally guide the City's decisions on development so that they are consistent with the goals. The goals and objectives function as a framework within which the General Plan elements can relate to one another and provide the basis on which future private and public development shall be evaluated.

LAND USE

Goal

Land use shall be managed with respect to location, timing and density/intensity of development in order to be consistent with the capabilities of the City and special districts to provide services, to create communities where a diverse population may realize common goals, and to achieve sustainable use of environmental resources both within and outside of the City.

Objectives

- o Create opportunities wherein a population diverse in terms of income, age, occupation, race, lifestyle, values, interests, and religion may interact, exchange ideas, and realize common goals.
- o Permit development only when consistent with the availability and adequacy of public services and facilities.
- o Permit development at a rate which enables the integration of new residents and new structures into the existing social and physical fabric of the City.
- o Promote land use patterns which make sustainable use of the land, plant and animal, water, energy, and air resources available to the City both within and outside its boundaries.
- o Encourage opportunities to mix different, but compatible, land uses and activities.
- o Provide commercial facilities to meet the retail and service needs of the community and, where feasible, such facilities should be conveniently accessible by bicycle and by foot, as well as by automobile.
- o Organize land uses to avoid creating nuisances among adjacent land uses.
- o Regionally oriented uses should be located in close proximity to the regional transportation network.
- o Provide recreational, cultural, and employment opportunities to meet the needs of the community.

- o Organize educational, cultural, and recreational activities in close proximity to one another and conveniently accessible to their potential users.
- o Coordinate industrial development to encourage an integrated industrial area to with maximum flexibility and access to the regional circulation network.
- o Use open spaces to create a visually pleasing environment, as well as to distinguish city and neighborhood boundaries.
- o Promote land use patterns that encourage non-motorized modes of transportation.
- o Organize land uses to promote maximum opportunity for transit usage.
- o Restrict intensive uses and activities in areas where natural and/or man-made hazards may threaten life, property, or sense of well-being.
- o Assure that land uses in areas with valuable natural resources do not adversely affect those resources.

CIRCULATION

Goal

The organization of land uses within the City shall provide for the efficient use of the private automobile, where concurrently supporting the ultimate provision of alternative modes of transportation at both the City and regional levels.

Objectives

- o Organize land uses to promote maximum opportunity for development of ride-sharing, transit, and other alternative forms of transportation.
- o Accommodate new growth in areas which can readily be served by public transit and which are within convenient walking distances of major public and commercial facilities.

- o Provide local transit service to increase the mobility of the portion of the population with limited or no access to the automobile.
- o Develop a transportation management and development monitoring program to insure effective implementation of a citywide 10 percent mode split with an industrial peak hour split of 25 percent.
- o Reduce the need for long commutes by encouraging the provision of housing for up to 30 percent of the industrial employment base.
- o Develop a trail system for hiking, biking, and equestrian uses which meets the needs of both the recreational and commercial/industrial users.
- o Discourage non-local traffic from traversing the City on collector and local streets.
- o Encourage an access controlled high speed transportation facility in the Foothill Freeway corridor.
- o Encourage development of improved access to existing freeways to accommodate projected traffic projections.

HOUSING

Goal

The City shall provide opportunities and incentives for the provision of a variety of housing types for all economic segments wishing to reside in the community regardless of race, religion, sex or income group.

Objectives

- o Promote and encourage housing opportunities so that it is desirable for 30 percent of the projected commercial and industrial employed households in the City to live and work in the City.
- o Conserve and improve the existing housing stock, and eliminate the causes and spread of blight and deterioration by encouraging the investment of public and private funds in housing rehabilitation and public improvements.

- o Allow and create new opportunities which enable a broad range of housing types, site designs, construction methods, and maintain a balanced supply of ownership and rental units.
- o Promote energy efficiency in all residential developments.
- o Provide housing opportunities which meet the needs of households of low and moderate incomes and identified special needs groups.
- o Promote equal housing opportunities for all economic segments of the community.
- o Where possible eliminate governmental constraints.

RECREATION

Goal

Recreational facilities shall be provided to meet the needs of all segments of the community for recreational activities, relaxation, and social interaction.

- o Provide park and recreational facilities at a level which reflects the high priority assigned to these facilities by the City residents.
- o Design park and recreational facilities to serve the recreational and social interaction needs of City residents of all ages, economic situation and physical conditions.
- o Site parks and recreational facilities within the City in a manner which develops a sense of community scale and fosters orderly development.
- o Maximize opportunities for joint use of park and recreational facilities maintained by the City, school districts, and other public agencies.
- o Provide an interconnected system of recreational pedestrian, equestrian, and bicycle trails which provides means of access to regional, city and neighborhood parks and recreational

facilities other than the automobile; provides a recreational experience apart from that available at these parks and facilities; and is linked to similar trails provided by the County and adjacent cities.

COMMUNITY DESIGN

Goal

The natural and man-made environment of Rancho Cucamonga shall be designed and coordinated to establish the identity of the City as a single entity, while also preserving the individual character of the three existing communities; to improve the image and appearance; and to promote the functional efficiency of the City.

Objectives

- o Use the relationship between built form and open space to strengthen the image and identity of the City.
- o Protect and enhance landforms of citywide significance.
- o Protect and enhance the character of creeks and channels.
- o Maintain natural vegetative communities and dominant landscape elements unique to the City.
- o Establish a hierarchy of roadways, based on the functional role or roles of the routes.
- o Establish appropriate design requirements to enable each route to be more readily perceived by its user.
- o Distinguish major roadway intersections that serve as the motorist's decision point and key orientation point from other segments.
- o Design a public transit network to shape the future organization and form of the City; to minimize reliance on the automobile and, consequently, on energy used for

transportation; and to minimize paved areas in order to reduce the impact of floods and the use of energy for road construction and maintenance.

- o Develop citywide street landscaping and tree planting guidelines for use by the City, private developers, and property owners.
- o Establish an annual and long-term landscape maintenance program to ensure the health and aesthetic quality of plant materials.
- o Develop and enhance the distinctiveness of existing and new residential neighborhoods and commercial and industrial districts.
- o Facilitate social interaction among residents and users.
- o Preserve and enhance the special heritage features of citywide significance as landmarks and focal points.
- o Protect and improve the scenic quality of the City.
- o Provide a diversity of physical forms, linked to one another by a variety of transportation modes and organized to reinforce the overall form of the City.
- o Design buildings to maximize social goals and to minimize adverse environmental impacts and resource consumption.

NATURAL RESOURCES/OPEN SPACE

Goal

The community's natural resources shall be respected, and protection and preservation of those resources, including open spaces, shall be encouraged.

Objectives

- o Establish proper soil management techniques to reduce the adverse effects of erosion.

- o Minimize alteration of the landform in the foothills.
- o Prevent premature elimination of prime agricultural land whenever feasible.
- o Protect areas capable of replenishing ground water supplies.
- o Retain the natural drainage of the area as much as possible.
- o Encourage and promote programs to conserve water.
- o Protect waterways from indiscriminate erosion and pollution.
- o Help to preserve lands having biological significance, especially riparian (water-related) areas and their associated woodland vegetation.
- o Encourage retention of areas with significant native vegetation and habitat value.
- o Help to protect natural areas for ecologic, educational, and other scientific study purposes.
- o Encourage the use of native plant materials as much as possible.
- o Encourage more efficient use of energy resources.
- o Replace total dependence on nonrenewable, imported energy resources with reliance on locally available energy resources to a degree which is feasible and in accord with the capacities of these resources.
- o Promote a well-designed, continuous system of open spaces to preserve the qualities of openness and to define the City boundaries and the identity of neighborhoods and districts.
- o Develop a continuous system of open spaces to facilitate provision of an integrated recreational system.

- o Maintain open spaces to preserve lands with natural resource and scenic values.
- o Maintain open spaces where flood, fire, geologic and seismic conditions may endanger public health and safety.

PUBLIC FACILITIES

- | | |
|------------|---|
| Goal | Community services shall be provided to meet the needs for education, cultural entertainment, protection of public safety and health, and civic pride. |
| Objectives | <ul style="list-style-type: none"> o Promote planning for a civic center, with respect to its location, design, and relationship to its surroundings, that shall symbolize the unique identity of the City as perceived by its residents. o Manage development to allow timely provision of educational facilities necessary to serve that development. o Work toward close cooperation with the school districts for a learning environment that is capable of meeting the educational and recreational needs of the City's school-aged population and that encourages a diversity of experiences. o Set aside sufficient natural and historic areas for purposes of teaching environmental and historic values, and equipment and facilities to support these programs. |

HAZARDS

- | | |
|------------|---|
| Goal | The health and well-being of the community and the physical safety of its structures shall be safeguarded. |
| Objectives | <ul style="list-style-type: none"> o Restrict development from areas with unsafe soil conditions. o Require geologic or soil engineering investigation for developments proposed in special geologic study areas. |

- o Require special construction features in the design of structures where site investigations confirm potential geologic hazards.
- o Apply a minimum level of acceptable risk to structures and use of land in seismically hazardous areas, based upon the nature of use, importance of the use to public safety and welfare, and intensity of use.
- o Restrict the location of critical structure and facilities from geologically hazardous areas, unless no alternative is available.
- o Support seismic research through appropriate actions by all public agencies.
- o Require special construction features in the design of structures where site investigations confirm potential seismic hazards.
- o Apply a minimum level of acceptable risk to structures and uses of land, commensurate with the potential for flood damage.
- o Require special construction features in the design of structures located within flood hazard areas.
- o Modify permitted land uses to reduce the amount of runoff from such uses and encourage the on-site retention of stormwater.
- o Encourage open space land uses and the construction of water-retaining structures in the unincorporated area north of the City to reduce flood risks and to enhance ground-water recharge.
- o Require adequate water supply and pressure for all proposed development in accordance with nationally recognized standards.
- o Require land management programs to prevent fuel buildup and to allow access by firefighting services.
- o Establish minimum standards for fire safety throughout the City, especially in the designated high fire hazard area.

- o Assure that noise levels in noisy areas do not rise above levels compatible with the land uses in those areas.
- o Prevent the escalation of noise levels in areas where noise-sensitive uses are located.
- o Encourage creative solutions when potential conflicts between noise levels and land use arise.
- o Develop programs to reduce community noise levels to "normally acceptable" levels where possible.
- o Minimize the generation of air pollutants from projected growth within the City.
- o Organize land uses to encourage the use of modes of transportation other than the automobile, to conserve energy, and to support the provisions of the Southern California Association of Government's Air Quality Management Plan.
- o Minimize public health hazards due to air pollution.
- o Provide members of the community with a sense of security.
- o Encourage the design of developments that reduce the opportunities for crime to occur.
- o Coordinate with County and neighboring communities in developing a regional system to respond to emergencies.
- o Provide health care facilities to meet the needs of all residents of the City.
- o Support efforts to disseminate information on potential hazards.

ENERGY

Goal

The City shall commit itself to an energy efficient future by replacing total dependence on imported, nonrenewable energy

Objectives

resources with reliance on renewable energy resources within the City.

- o Encourage more efficient use of energy resources.
- o Replace total dependence on nonrenewable, imported energy resources with reliance on locally available resources to a degree which is feasible and in accord with the capacities of these resources.

||| LAND USE AND DEVELOPMENT

INTRODUCTION

The Land Use and Development Super-Element contains provisions that relate to the physical development of the City and to the organization of the City's environment in a functional and aesthetic pattern. More than any other Super-Element, this one will establish the image of the City. It serves as the primary vehicle for ensuring the logical organization of residential, commercial, industrial, and public facilities and for encouraging the timely provision of public facilities to meet the needs of the community.

Legal Basis

State Planning Law requires cities and counties to set forth goals, objectives, principles, standards, and plan proposals for the long term physical development of the community. The specific sections of the Government Code addressed by this super-element are identified below.

- o Section 65302(a) requires preparation of a land use element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land.
- o Section 65302(b) requires preparation of a circulation element to establish a transportation system that facilitates the efficient transport of goods and the safe movement of all segments of the population.
- o Section 65302(c) requires the preparation of a housing element to assure the adequate provision of housing for all segments of the community.

o Section 65303 permits a community to prepare additional elements where in the judgement of the city such additional elements are important. This Plan contains the following optional elements affecting land use and development.

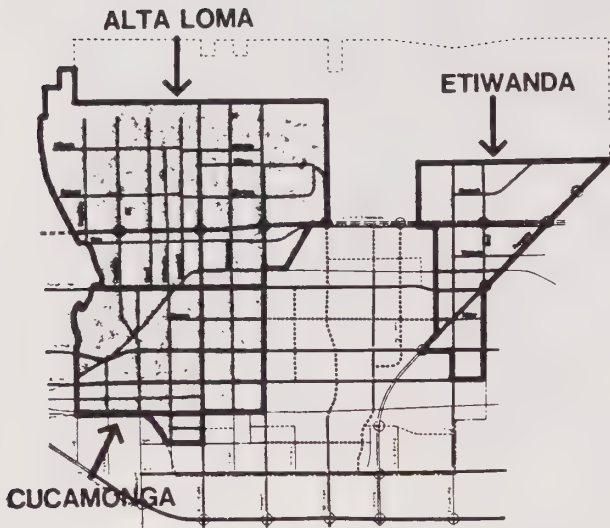
- Public facilities designates the proposed general locations for schools, parks, civic buildings, and fire stations.
- The parks and recreation portion contains policies for the acquisition, development, and management of recreational facilities including parks, equestrian trails, bikeways, and community centers, as well as providing standards for the dedication of park lands by developers.
- Community design provides the means of protecting and enhancing the unique character imparted to the City by the combination of its topography, open space and man-made structures. The policies and guidelines detailed in this element are integrally tied to all the other elements. This element also addresses Section 65302(h) which requires the preparation of a scenic highways element in order to protect and provide for enjoyment of roadside scenic values.

LAND USE

The overall character of the vacant area prior to 1970 had been dominated by vineyards and citrus crops. The area was once a major wine growing region and only small settlements of ranchers and small communities around the railroad stations dotted the landscape. Three distinct communities occupied this area: Alta Loma, Cucamonga, and Etiwanda.

High growth rates in the Los Angeles County and Orange County areas experienced during the 1960's and 1970's are now being felt in the West End. The pace of industrial and residential development in western San

Bernardino County has witnessed a steady increase. Rancho Cucamonga today mirrors what has occurred in the West End region of San Bernardino County.



Rancho Cucamonga today, the aggregate of the three communities, Alta Loma, Cucamonga, Etiwanda, is one of the fastest growing cities in California. Nevertheless, even though population increased at an annual average of 22 percent between 1970 and 1980, over 50 percent of the City's land is still undeveloped!

Practically all of the developed area lies west of Haven Avenue. The community north of Banyan Street is predominantly low density residential. The typical lot size in this area is one-half acre greater. South of Banyan, the large lot residential pattern is continued to 19th Street where an east-west strip of apartment buildings is situated. This area, north of 19th to the City limits, absorbed the bulk of the growth during the 1970's. Single-family residential uses account for 49 percent of the area's acreage and another 38 percent is vacant or agricultural.

Chaffey College is situated at the top of Haven Avenue with impressive views to the south and the foothills to the north. The minimal residential development in vicinity has been conventional single-family units on 1/2 acre and 1 acre lots.

The area south of 19th Street is characterized by a mixture of residential, commercial, and industrial uses, the area developed along four major east-west transportation corridors, the old Pacific Electric Rail Line, Foothill Boulevard, Arrow Route, and the Atchison, Topeka, and Santa Fe railroad tracks. Of the three communities, Cucamonga has the greatest diversity in land uses, the greatest percentage of older housing stock, and the largest minority community, North Town.

The predominant pattern of commercial activity in this area is characterized by the commercial strip along Foothill Boulevard and the

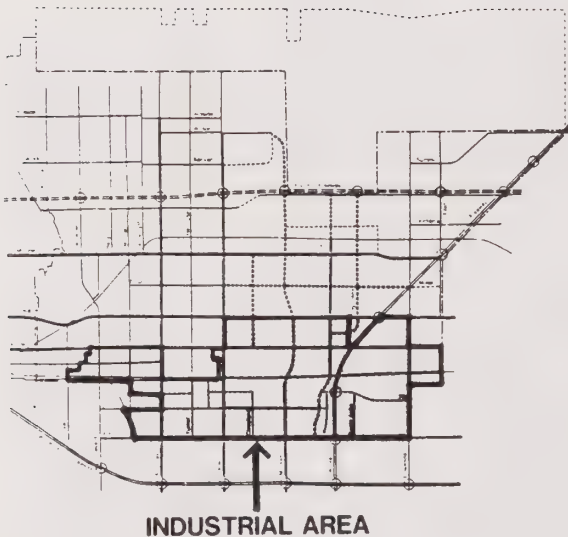
more recently developed planned clusters of shopping and service businesses, found at many of the City's major intersections.

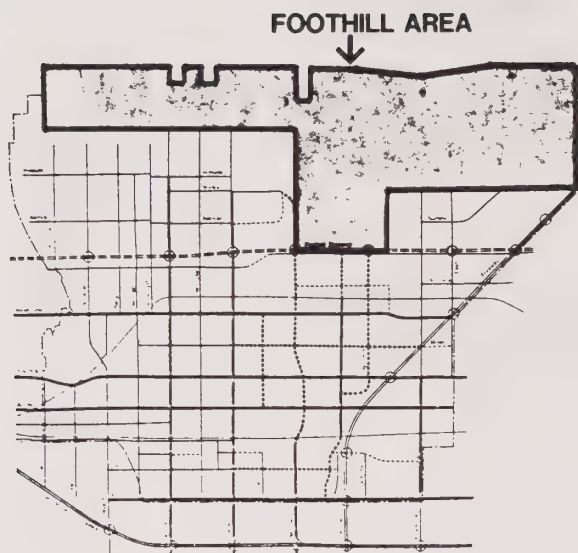
Etiwanda, the third pre-incorporation community situated on the eastern edge of the City, is still dominated by the rural, agricultural character that once prevailed over the entire West End. The area is mostly undeveloped with smaller clusters of developments located along Etiwanda Avenue.

In addition to these communities, there are new areas of development. Nearly 3,500 acres of land are slated for residential development, within two planned communities. This area stretching from the heart of the City toward the eastern limits will include a variety of public activities and a regional complex of offices and shopping facilities. Just south of this major residential/commercial development area is the City's 5,000 acre industrial area.

Convenient access to several major freeways, the Atchison, Topeka and Santa Fe line, and the expanding Ontario International Airport, coupled with the rapid development of the remaining industrial lands in Los Angeles and Orange counties, reinforce Rancho Cucamonga strategic location and potential to capture a sizeable portion of the industrial growth in southern California. This vast industrial area and regional center will eventually accommodate an employment force of well over 100,000 by the time the area is fully developed.

Finally, there is the large expanse of land between the City's northern limits and the San Bernardino National Forest. Commonly referred to as the foothills, this area falls within the City's sphere of influence. Much of this area is extremely difficult to develop because of environmental constraints such as fire hazards, unstable slopes, excessive slope and potentially active faults. Furthermore, the ownership pattern shows that nearly 2,000 acres are owned by the County Flood Control District. Nevertheless, 6000 plus acres are still vacant and could be developed if site conditions are suitable.





The challenge of the future is to provide adequate housing for the employees to be generated by the significant commercial and industrial development; the integration of the newer activities and uses with the older communities; the distribution of land uses to support the regional-oriented industrial area and shopping center as well as the community-oriented businesses and establishments are additional challenges. Because a significant portion of the City is undeveloped, there exists a tremendous potential to break the pattern of auto-dependent, dispersed sprawl that has been the fate of much of southern California.

Table III-1 estimates current distribution of land uses in the City and unincorporated area.

PLANNED COMMUNITIES

It is the City's desire to encourage large scale projects to be planned and developed under a master plan concept. The intent of a planned community is to provide the developer and the City an overall concept plan, a detailed land use plan, and regulatory provisions to implement all aspects of the planned community consistent with the City's General Plan. The developer must use the base residential density as shown on the City's General Plan but is able to detail the land use plan more precisely.

Currently, the City is reviewing two planned communities. The Victoria Community is located west of the community of Etiwanda. It is approximately 2,150 acres and includes a regional shopping complex and office center, various housing types totalling approximately 9,800 dwelling units, several schools, parks and neighborhood shopping centers. The other planned community, Terra Vista, occupies 1,300 acres east of Haven Avenue between Base Line Road and Foothill Boulevard roughly. This project includes a major community shopping center, areas for office use, various housing types for over 8,000



TABLE III-I

LAND USE INVENTORY, 1979

<u>Land Use</u>	<u>Estimated Acreage</u>
CITY	
Residential	
Single-family dwellings	4,809
Multifamily dwellings	86
Mobile homes	264
Retail/Commercial	350
Industrial	951
Agriculture	5,406
Public/Open Space	
Schools	375
Parks	269
Civic/Community	93
Major Roads	922
Flood Control/Utility Corridor	1,509
Vacant	<u>7,501</u>
City Subtotal	22,535
UNINCORPORATED AREA	
Residential	2
Parks (San Bernardino National Forest)	38
Flood Control	1,918
Vacant	<u>6,663</u>
Unincorporated Area Subtotal	8,612
SPHERE OF INFLUENCE	31,156

dwelling units and parks and school sites. Both projects provide integrated recreational elements. The Land Use Element of the General Plan does not presuppose a land use pattern for either planned community. Should these planned communities be adopted

by the City, they would supplant the General Plan for the project area.

OBJECTIVES

The objectives enumerated below are aimed at creating a City that functions efficiently, is exciting to live in, and makes the best use of its various resources.

- o Create opportunities wherein a population diverse in terms of income, age, occupation, race, lifestyle, values, interest, and religion may interact, exchange ideas, and realize common goals.
- o Promote land use patterns at a rate which enables the integration of new residents and new structures into the existing social and physical fabric of the City.
- o Encourage opportunities to mix different, but compatible, land uses and activities.
- o Provide commercial facilities to meet the retail and service needs of the community and, where feasible, such facilities should be conveniently accessible by bicycle and by foot, as well as by automobile.
- o Organize land uses to avoid creating nuisances among adjacent land uses.
- o Regionally oriented uses should be located in close proximity to the regional transportation network.
- o Provide recreational, cultural, and employment opportunities to meet the needs of the community.
- o Organize educational, cultural, and recreational activities in close proximity to one another and conveniently accessible to their potential users.
- o Coordinate industrial development to encourage an integrated industrial area with maximum flexibility and access to the regional circulation network.

- o Use open spaces to create a visually pleasing environment, as well as to distinguish city and neighborhood boundaries.
- o Promote land use patterns that encourage non-motorized modes of transportation.
- o Organize land uses to promote maximum opportunity for transit usage.
- o Restrict intensive uses and activities in areas where natural and/or man-made hazards may threaten life, property, or sense of well-being.
- o Assure that land uses in areas with valuable natural resources do not adversely affect those resources.

POLICIES

- o The Land Use Plan (Figure III-1) shows the arrangement of land uses at the time the City is fully matured. It does not suggest anything about the timing of development. Thus, some projects are not expected to be built during the next 20 years, and others that currently exist, but are to be phased out, may continue in operation for another 20 years.

A specific plan should be developed for the Etiwanda area. The plan should address the following:

- Local Street and Circulation Pattern
- Community Character and Design Standards
- Neighborhood Park Plan
- Riding and Hiking Trails
- Commercial Center Location
- Land Use Adjustments

The City shall not consider for approval any development plans located within the planned communities area until time as of the planned communities have been reviewed and adopted by the City council.

FIGURE III-1 LAND USE PLAN MAP TO BE REVISED

Figure III-1 LAND USE PLAN

RESIDENTIAL

- VERY LOW <2 DU's/AC
- LOW 2-4 DU's/AC
- LOW-MEDIUM 4-8 DU's/AC
- MEDIUM 4-14 DU's/AC
- MEDIUM-HIGH 14-24 DU's/AC
- HIGH 24-30 DU's/AC
- * MASTER PLAN REQUIRED

COMMERCIAL/OFFICE

- COMMERCIAL
- COMMUNITY COMMERCIAL
- * NEIGHBORHOOD COMM.
- REGIONAL COMMERCIAL
- OFFICE

INDUSTRIAL

- INDUSTRIAL PARK
- GENERAL INDUSTRIAL
- X GENERAL INDUSTRIAL/RAIL SERVED
- HEAVY INDUSTRIAL

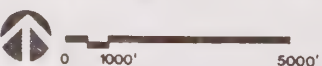
OPEN SPACE

- HILLSIDE RESIDENTIAL
- OPEN SPACE
- FLOOD CONTROL/UTILITY CORD.
- SPECIAL BOULEVARD

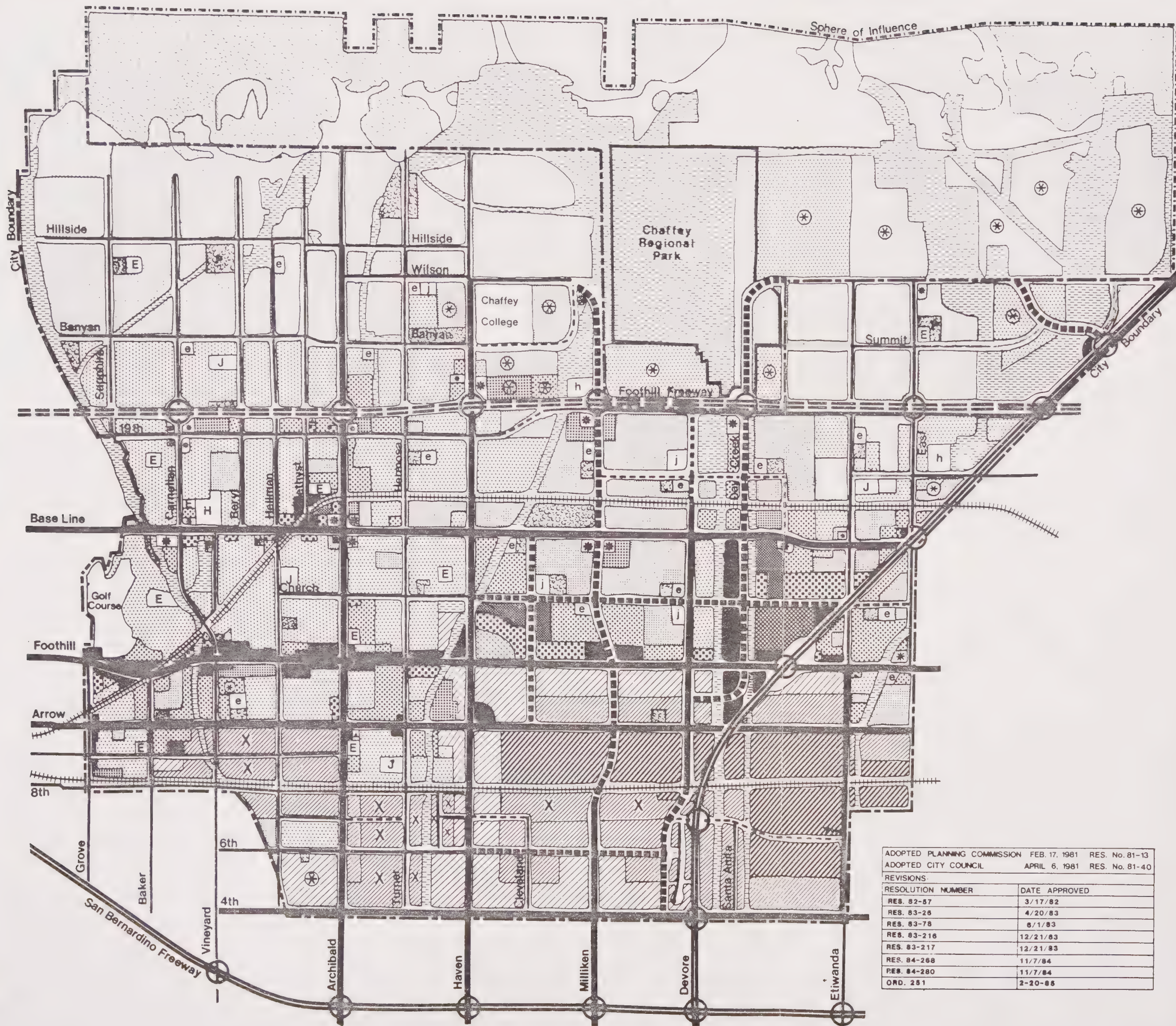
PUBLIC FACILITIES

- E/J/H EXISTING SCHOOLS
- e/j/h PROPOSED SCHOOLS¹
- PARKS¹ (EXISTING PARKS SHOWN 'P')
- CIVIC/COMMUNITY

CITY OF RANCHO CUCAMONGA GENERAL PLAN



¹The sites shown may not be currently owned nor is the location site specific. The depiction of a site is an indication of a projected future need that may be adjusted over time as the City and the School District develop.



ADOPTED PLANNING COMMISSION FEB. 17, 1981 RES. No. 81-13	
ADOPTED CITY COUNCIL APRIL 6, 1981 RES. No. 81-40	
REVISIONS:	
RESOLUTION NUMBER	DATE APPROVED
RES. 82-57	3/17/82
RES. 83-26	4/20/83
RES. 83-78	6/1/83
RES. 83-216	12/21/83
RES. 83-217	12/21/83
RES. 84-268	11/7/84
RES. 84-280	11/7/84
ORD. 251	2-20-85

Residential

- o Six residential density categories shall be established for purposes of providing the City with a range of building intensities that allow flexibility to deal with various site constraints and opportunities.

Density (gross average)

<u>Category</u>	<u>Minimum</u>	<u>Maximum</u>
Very Low	0.1	2
Low	2	4
Low Medium	4	8
Medium	4	14
Medium High	14	24
High	24	30

Very Low (up to 2 dwelling units per gross acre). The very low residential category is characterized by single-family homes on one-half acre lots, or larger, as commonly found north of Banyan Street and in the northeast portion of the City.

Low (2-4 dwelling units per gross acre). The low density residential classification is characterized by single-family homes. The density is appropriate where the traditional neighborhood character of detached single-family units prevails and where the level of services including roads, shopping and recreation are not sufficient to justify a higher density.

Low Medium (4-8 dwelling units per gross acre). The low-medium category is characterized by residential densities somewhat greater than the low density residential group. With gross densities averaging between 5-8 dwelling units per acre, considerably more housing types may be used, including typical single-family, single-family zero lot line, duplex, and under certain conditions up to 4-6 townhouse-type units. This category would be appropriate within low density areas to encourage greater housing diversity without changing the single-family character of the surrounding residential character.

Medium (4-14 dwelling units per gross acre). The medium density residential classification

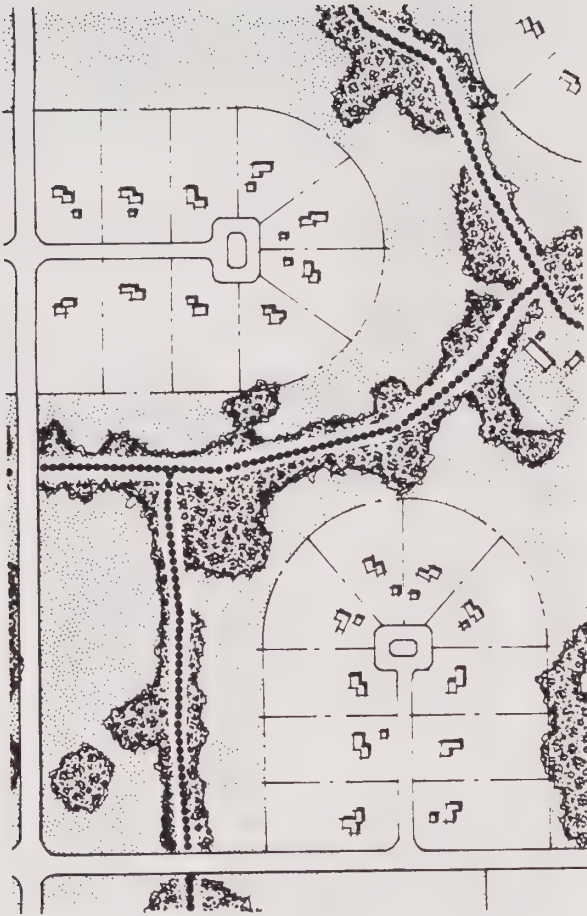
allows a wide range of living accommodations ranging from conventional single-family units and mobile homes to townhouses. Building intensity at the lower end of the density range would be appropriate adjacent to low and very low density residential areas. Housing types would still be characterized primarily be detached housing units. Building intensity at the higher end of the range is more appropriate adjacent to parks and other open spaces, along transit routes and major and secondary thoroughfares, and near activity centers such as recreational centers, libraries, shopping centers and entertainment areas. Development of this level of intensity would normally be semi-detached or attached unit.

Medium density residential also serves as a buffer between low density residential areas and areas of higher density, commercial activities and areas of greater traffic and noise levels.

Medium-High (14-24 dwelling units per gross acre). The medium-high residential density category is typified by low condominiums and apartment buildings. This density is appropriate in proximity to major community facilities and employment opportunities and along major thoroughfares.

High (25-30 dwelling units per gross acre). The high density residential category is predominantly characterized by apartment units and condominiums occurring at 3-6 stories in height. This density is appropriate near community shopping complexes and in proximity to centers of employment.

- o A planned development approach to residential development is encouraged because it provides greater flexibility for the project concept. Where site conditions merit, the City shall encourage the clustering of housing which allows the maximum usage of land while retaining needed open space and other amenities.
- o Areas specially designated in Figure III-1 shall be considered areas where master planned developments are mandatory.



These areas have been identified because of site characteristics peculiar to their location.

- In Etiwanda, the intent is to preserve the windrows, reduce fire risks, maintain the open character, and avoid unnecessary conversion of prime agricultural lands.
 - In the unincorporated area, the intent is to ensure that topographic, geologic, flood and fire hazards, and natural resource considerations are addressed and that the design of the development is responsive to those conditions.
 - In the northwestern portion of the City and the unincorporated areas to the north, the intent is to preserve open space and to ensure that development can accommodate equestrian activities.
 - In other areas, the intent is to ensure that the development is compatible with the surrounding land uses and does not cause deleterious impacts.
- o The City shall promote infilling and appropriate use of vacant, residentially-zoned land within the City.
- Areas where small lots and higher densities would not be incompatible with the surrounding neighborhood character shall be considered for lower densities.
 - Medium residential densities shall be designated, wherever possible, along transit routes and thoroughfares and near activities centers such as recreational areas, libraries, shopping centers and entertainment areas. Developments should be designed to allow densities of at least 8 dwelling units per gross acre within 1,000 feet of a transit corridor. This ensures that residents are within a comfortable walking distance from public transit and that there will be a sufficient number of people along the corridor to support transit.

Commercial

- o Proposed development shall conform to the building intensity (density range) shown on the Land Use Plan, Figure III-1. The overall base density of the proposed development shall not exceed the maximum density permitted for the site nor be less than the minimum density permitted. The density indicated excludes rights-of-way necessary for secondary or major arterials.

Four commercial land uses shall be established to meet the City's need for retail establishments and assorted personal services. Designated on the Land Use Plan are neighborhood commercial, general commercial, community commercial, regional commercial, and offices.

Neighborhood Commercial. Neighborhood Commercial includes shopping centers and convenience commercial clusters that provide essential retail goods and services to the residents or occupants in the immediate vicinity.

Neighborhood Shopping Centers. These centers shall be provided to meet the retail and service needs of a cluster of neighborhoods with a total population of roughly 10,000 residents. The primary use within the neighborhood shopping center should be a major supermarket and total leasable area ranging from 30,000 to 100,000 square feet. The following provisions shall guide the development of such centers.

- o The centers shall be approximately 5-15 acres in size.
- o No more than 2 centers shall be developed at each designated intersection.
- o The centers shall permit the following tenants: eating and drinking establishments; food and beverage retail sales; general personal services, repair services for commonplace household appliances; and retail sales. Administrative and professional offices, medical services, and financial, insurance and real estate services may be permitted.

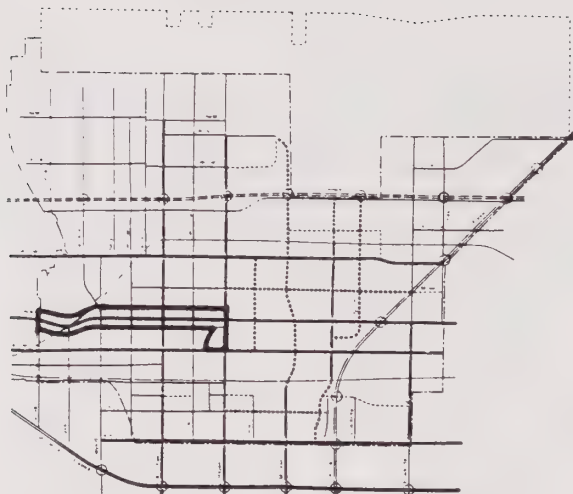
- o The centers should be located at street intersections of at least collector size, or at the intersection of two major local streets.

Convenience commercial. These establishments are small, localized retail and/or service businesses that provide goods and merchandise to the immediate surrounding land uses. Convenience facilities may include eating and drinking establishments, food and beverage retail sales, limited personal, medical, and repair services, and retail sales, however, their primary function is to provide a convenient place to buy groceries. The facilities may be freestanding or organized into a small cluster on land no larger than 2-3 acres in size. They should be within convenient walking distance or bike ride from the intended users of the businesses. The convenience commercial uses are not indicated on the commercial Land Use Plan because of their small size and because their locations are subject to City Planning and Planning Commission review. However, as they are primarily intended to serve a specific local need, they may be appropriate in residential, office, or industrial areas.

General Commercial. This commercial category is characterized by a broader range of use activities than any other commercial designation. It includes local commercial, community shopping/office complexes, and commercial uses surrounding the regional center.

Local commercial. Future commercial activities shall be organized into planned, group concentrations as opposed to commercial activities organized in a linear fashion. Strip commercial development shall be discouraged because it is not energy efficient, it represents an uneconomic use of land, it does not allow for multi-use parking, it requires consumers to drive from shop to shop, it increases vehicular and pedestrian traffic at intersections, and it is more difficult to provide community services.

- o Foothill Boulevard between Grove and Haven Avenue. Foothill Boulevard provides an east-west crosstown linkage and a



FOOTHILL BOULEVARD CORRIDOR STUDY

main connection route to adjacent communities. The commercial activities which exist along this corridor are heavily auto dependent. Such use activities will continue to provide a service feature to this community. Typically, therefore, the use activities which are associated with Foothill Boulevard would include discount shopping stores, fast food restaurants, auto repair and service.

Because of the disaggregate nature of existing land uses and undeveloped land along Foothill Boulevard, the City should conduct a detail study of appropriate land use relationships along the Foothill Boulevard Corridor between Grove and Haven Avenues. The study should determine a precise land use pattern which reduces its strip commercial nature and strengthens existing viable commercial centers.

- o Milliken North Side of Foothill Boulevard. This area is strategically located between a large industrial base to the south and a medium density residential to the north with access adjacent to two major thoroughfares both Milliken Avenue and Foothill Boulevard, this site is well suited for certain kinds of recreational and eating commercial activities. Typical use activities would include food parks, theaters, and amusement centers.
- o Amethyst Avenue north of Base Line. This area is in the vicinity of the Old Alta Loma Commercial Center. Its proximity to local office and business related activities along Base Line Road provides a relationship to business support commercial. The use activities that would be appropriate in this area would include eating and drinking establishments, business services and office and professional use.
- o Commercial uses surrounding the regional center. Uses in the vicinity of the regional shopping center should be service oriented to establish the center as a major retail/service center. The services should cater more toward the community to the extent possible. Appropriate uses in this

area include: administrative and professional offices; automotive sales, rentals, and services; community recreation; eating and drinking establishments; financial, insurance, and real estate offices; food and beverage retail sales; medical services; personal services; and repair services.

Community Commercial. Community shopping centers shall be encouraged in order to provide residents with a range of services and merchandise greater than found at the neighborhood commercial level. Whereas the neighborhood commercial establishments primarily provide food and food services, the community commercial businesses tend to provide general merchandise more than anything else. The amount of gross leasable area within community shopping centers ranges from 100,000 to 300,000 square feet. Community shopping centers, which typically accommodate a junior department store or a variety store, draw their customers from within a 3 to 5 mile radius encompassing 20,000 to 15,000 persons. The centers shall not exceed 50 acres in size, and may include the same range of retail and service uses found in the regional center, although the composition of uses in the commercial center should be less devoted to shopper's goods.

The former Virginia Dare Winery exists as a prominent historical feature at the northwest corner of Haven and Foothill Boulevard. Attempts should be made to preserve the building's character. Specialty commercial activities would provide a pleasant complement to the historical character and setting of this area.

Regional Commercial. Development of a regional center shall be encouraged in the eastern half of the City near the intersection of Foothill Boulevard and the Devore Freeway (see Figure III-1). The regional center shall provide the full range of retail and service uses with the primary use being a major shopping center accommodating several major department stores. Typically, a population of at least 150,000 within 5 to 50 miles of the center is necessary to support

the variety of businesses found in the regional center. The site should be a minimum of 50 acres.

Circulation to and from the regional center should be by thoroughfares that permit maximum potential for dispersal of traffic and maximum opportunities for access and egress. Access by at least two major streets having nearby (within one mile) connections to free-ways is essential.

Offices. Integrated complexes shall be encouraged to provide areas where related and support office uses can be located. The intent of this land use category is to prevent the proliferation of individual isolated offices. Commercial uses permitted within the office category include administrative and professional offices; business support services; financial, insurance, and real estate services; supportive commercial uses such as a restaurant; and medical services.

The office complexes shown along Base Line are to be locally oriented. Those offices recommended near the regional center should be oriented to the region.

Industrial

Four categories of industrial land uses shall be established based on location characteristics: industrial park, general industrial, general industrial (rail served), and heavy industrial. Smaller scale, labor intensive operations are appropriate for the first two categories. The latter two require larger land areas, are often dependent on rail access, and have fewer employees per acre. These policies and land use patterns are elaborated in the City's Industrial Specific Plan which outlines a much more detailed development program for this area.

Industrial Park. Industrial parks are planned grouped concentrations of industrial and research and development offices. They are typically labor intensive, meaning that the number of employees per acre is high. These uses shall be organized along major thoroughfares, especially along 4th Street, Haven Avenue, and Foothill Boulevard, along the periphery of the industrial area, and with convenient access to public transit.

General Industrial. The general industrial land use permits a wide range of industrial activities that includes manufacturing, assembling, fabrication, wholesale, heavy commercial, and office uses. This land use is appropriate as a buffer between non-industrial uses and heavy industrial land uses. The City shall encourage areas designated for general industrial uses along the Devore Freeway to provide highway dependent uses such as service commercial, warehousing and storage. The area east of the Edison plant should continue as an area of scrap operations and low labor intensity. West of Archibald, general industrial areas should serve local warehousing and distribution needs. Where adjacent to residential uses these areas should be designed for office uses.

General Industrial (Rail Served). The uses permitted in this category are the same as those permitted in areas designated as general industrial. The major difference is that these uses are located along or near rail service and can take advantage of this transportation mode. This designation is intended to prevent preemption of the limited supply of rail-served land for non-rail using activities. The reservation of rail-served land will be an increasing concern as energy and transportation costs continue to soar.

Heavy Industrial. Heavy industrial uses are generally large scale developments whose activity includes heavy manufacturing, compounding, processing or fabrication. Such uses may also include warehousing, storage, freight handling, truck services and terminals. Through the Industrial Specific Plan, greater definition of uses will be established in the subareas of this land use category. An example of industrial heavy uses west of Devore Freeway include: forge shops, steel milling facilities, plastic plants, steel fabrication facilities, welding shops, woodworking facilities and heavy machine shops. Uses east of the Devore Freeway could include large structures to facilitate processing and manufacturing and open area storage of raw or semi-refined products.

Public Facilities

Public land uses and community services addressed by the General Plan include parks and recreation, schools, fire protection, and civic center. Written policies relating to the location of these critical public services are identified in the Public Facilities Element and the Land Use Plan reflects these provisions.

Open Space

The City must maintain areas of open space in order to provide sufficient recreational areas, to protect valuable natural resources, and to prevent development in areas considered unsafe because of environmental constraints. A desire expressed by members of the Citizens Advisory Committee is the need to preserve the area's openness and rural setting. This suggests that the City should actively promote the conservation, management, and protection of natural resources. Written and mapped policies to ensure that the resources are managed so that posterity can enjoy them are outlined in the Community Design Element and the Environmental Resources and Public Health and Safety Super-Elements.

Land Use Statistical Summary

Table III-2 presents the acreages for the various land use categories according to the Land Use Plan for the City.

IMPLEMENTATION

Zoning is the primary means of implementing the land use policies mapped in Figure III-1. Although the Plan itself carries no regulatory effect, state planning laws are quite explicit on the requirement for zoning and other land use tools to be consistent with the Plan. The concern for consistency is explained in much greater detail in Chapter VI.

Each of the residential, commercial, and industrial land use designations will be covered by land use zones in the zoning ordinance which will specify permitted uses, conditional uses, and development standards for each zone. Planned master developments are a particular provision aimed at allowing greater flexibility in order to address characteristics of the site. Areas where planned master developments must be submitted are identified on the Land Use Plan.

TABLE III-2

LAND USE SUMMARY

<u>Land Use</u>	<u>Estimated¹ Acreage</u>	<u>% of Total</u>
CITY		
Residential		
Very Low	2,836	13.57
Low	4,975	23.80
Low Medium	1,403	6.71
Medium	1,249	5.98
Medium High	224	1.07
High	138	.66
Subtotal	10,825	51.79
Commercial		
Neighborhood	234	1.12
Commercial	690	3.30
Regional	128	.61
Office	282	1.35
Subtotal	1,334	6.38
Industrial		
Industrial Park	1,036	4.96
General	1,618	7.74
General/Rail Served	1,148	5.49
Heavy	766	3.67
Subtotal	4,568	21.86
Public/Institutional		
Schools	665	3.17
Parks (including private)	474	2.26
Civic/Community	93	.44
Major Roads	1,117	5.34
Subtotal	2,343	11.21
Open Space		
Hillside Residential	228	1.10
Open Space	93	.44
Flood Control/Utility Corridor	1,509	7.22
Subtotal	1,830	8.76
CITY TOTAL	20,900	100.00%

Table III-2 (Continued)

<u>Land Use</u>	<u>Estimated¹ Acreage</u>	<u>% of Total</u>
SPHERE OF INFLUENCE ²		
Residential		
Very Low	868	10.07
Low	719	8.34
Subtotal	<u>1587</u>	<u>18.41</u>
Open Space		
Hillside Residential	1525	17.69
Open Space	3431	39.80
Flood Control/Utility Control	2078	24.10
Subtotal	<u>7,034</u>	<u>81.59</u>
SPHERE OF INFLUENCE TOTAL	8,621	100.00%

¹ Developed acreage within the City according to the Land Use Plan totals 20,900 acres. Table III-1 indicated total City acreage to be 22,534 acres. The discrepancy results from the general way in which the Land Use Plan designates land uses; that is, rough delineations rather than hard lines which precisely follow parcel lines. Consequently, measurements are also rough. In contrast, the estimate of existing land use acreages in Table III-1 was measured on a map that indicated a land use for each parcel and to the extent possible all land within the parcel lines was measured. As a result, the existing land use summary includes more acreage and is probably a more accurate reflection of City total acreage.

² Acreage is subject to change after more precise delineation of Flood Control and Utility Corridors are determined.

The Land Use Plan designates land uses on a general scale. Consequently, it is expected in some locations that the land use designation may conflict with existing surrounding land uses which in some cases are located in sensitive areas. In other cases, the density range may not be achievable because of the parcelization pattern. In order to ensure that development proposed in these sensitive or controversial areas is consistent with the policies of the Plan and will not create hardships on the developer nor the surrounding uses, the City shall require the development and submission of a conceptual site plan in conjunction with the zone change or subdivision request.

Another tool to implement land use policies is the specific plan, which is authorized by Government Code Section 65450 and which shall include all detailed regulations, conditions, programs, and proposed legislation as necessary to implement the General Plan. Prepared by the local government, these plans are regulatory in effect and replace the prescribed zoning for the planning area. Consequently, the specific plan must contain the location of land uses; standards to regulate height, bulk, and setback limits; the location of existing or proposed streets with necessary standards for their construction and maintenance; standards for population density and building intensity; standards for conservation and management of natural resources; and implementation provisions to carry out the open space element. The costs of developing a specific plan can be assessed to those builders and developers who will benefit from the plan.

CIRCULATION

A Circulation Element must take into account that increasing populations, energy shortages and the continued degradation of air quality are producing profound changes in how we view both transportation requirements and land development patterns. Recent trends indicate that in the future housing densities will be increasing to keep pace with housing demands and rising costs. A positive impact of greater residential densi-

ties is the ability to create development patterns that can promote intensified usage of transit and other transportation alternatives to the private automobile. At the same time, it is generally recognized that a more energy efficient, less polluting personal vehicle will likely remain the predominant form of transportation.

Rancho Cucamonga, because of its ready access to major transportation linkages and its large reservoir of undeveloped land, has an opportunity to develop new approaches to transportation planning and management.

Traditional transportation concepts can no longer be confidently applied to the development of street classifications. Historical information in our auto-dominated society does not provide guidelines on how much of the traffic burden can be relieved by the use of alternative forms of transportation. The uncertain status of the development of a transportation facility in the Foothill Freeway corridor, the ground access problems associated with the Ontario International Airport and development of the Ontario Speedway property are further examples of some of the problems currently facing the City. The development of a Circulation Element responding to these problems becomes a challenge of creating a vision of the future which will encourage the development of alternative transportation uses but at the same time creating a sufficient street system and transportation management program to insure that the Plan will be responsive to changing behavioral trends. Proper planning will ensure that intensive development does not create severe traffic congestion if transit goals are not met. It is the goal of the Circulation Element to set forth the basic transportation network that enables the safe and efficient movement of goods and people. A transportation network must be created which balances the traffic facility capacities with demands created by the population and proposed land use distribution.

INTERRELATIONSHIP BETWEEN TRANSPORTATION AND LAND USE

The development of the transportation system strongly influences the distribution of housing, commercial and industrial land uses and the placement of major public facilities.

In order to meet the established circulation objectives and other General Plan goals, a Land Use Plan has evolved that can be divided into four predominating features with three intensive activity areas or nodes.

- o Much of the area west of Haven Avenue and north of Foothill Boulevard (75 to 80 percent) is developed in traditional low and density single-family homes. According to the Land Use Plan, vacant land in these areas will continue to be developed in this fashion in order to provide continuity with the existing form and pattern of development. Because this area is single-family, low density residential area, it does not have densities sufficient to support intense transit usage nor is it designed to take advantage of extensive use of bicycle and pedestrian movements.
- o The area east of Haven and north of Foothill Boulevard is currently undeveloped and proposed for higher density residential and commercial development than west of Haven Avenue. This pattern provides an opportunity to encourage extensive transit usage and to plan for pedestrian/bicycle routes.
- o The General Plan indicates a major regional shopping center and related offices at the interchange of the Devore Freeway and Foothill Boulevard. This will require special design considerations in developing the circulation system to avoid congestion and to facilitate accessibility to and from the freeway.
- o The southern segment of the City, south of Foothill Boulevard, has been planned as a major regional industrial employment center which could employ in excess of

100,000 employees at ultimate buildout. The City fortunately is not locked into a circulation/land use pattern yet because the area is undeveloped. Consequently, the opportunity exists to provide an adequate street system, integrate transit usage, design a land use pattern that facilitates circulation, and design a land use pattern that can support transit usage.

The Land Use Plan creates intensive activity nodes at Foothill Boulevard and Haven Avenue, at Foothill Boulevard and Interstate 15 (Devore Freeway) and a major regional employment node in the industrial area. Each of these nodes have been constructed to take advantage of the major regional transportation facilities including:

- Interstate 10 (San Bernardino Freeway)
- Interstate 15 (Devore Freeway)
- Route 66 (Foothill Boulevard)
- Haven Avenue
- Milliken Avenue
- Route 30 (proposed Foothill Freeway)
- Santa Fe Railroad
- Southern Pacific Railroad.

The organization and location of these activity nodes was designed to facilitate the provision of future transit development.

EXISTING CONDITIONS AND PLAN DEVELOPMENT

To insure that the General Plan land use pattern meets the circulation goals and objectives and to provide a factual base for establishing the hierarchy of streets, a computerized traffic module was created to provide needed traffic projections at buildout of the City.

This model was first developed as part of the City's effort to refine the interim circulation element and is documented in the Citywide and Industrial Area Traffic Study prepared by DKS Associates. The previous study was based on the traditional traffic patterns and travel characteristics of an auto

dependent society. The document established a strong analytical base upon which to formulate and analyze the assumptions of the interim General Plan and helped to guide development of the current plan.

To more accurately reflect the goal of increased ride sharing and transit and to reflect trip characteristics of more mature communities, residential trips were reduced, and trip characteristics in the industrial area were modified to reflect an overall traffic reduction of 17 percent with a 21 percent mode split in the peak hour.

The present circulation system within Rancho Cucamonga is shown as solid lines on Figure III-2. Daily two-way traffic counts for 1980 are indicated for most collectors, secondary, and major arterials within the City. These streets are operating at no greater than "B" service level and are therefore serving the existing City's population adequately. Foot-hill Boulevard is the major east/west route within Rancho Cucamonga, carrying approximately 20,000 vehicles per day in the western portion of the City. Base Line Road, 19th Street-Highland Avenue (existing Route 30), and 4th Street are other significant east/west routes. The three most heavily traveled streets in the north/south direction include Vineyard/Carnelian Street, Archibald Avenue and Haven Avenue. These streets are continuous throughout the City and provide access to the San Bernardino Freeway.

Omnitrans is a regional and local bus service presently serving the City of Rancho Cucamonga by providing service through the residential area, other cities, and Chaffey College. Ridership is low due to limited service and because some areas within the routes are sparsely populated or predominately low density housing. A demand access service is available for the elderly and handicapped. This service can be obtained by calling for a dispatch unit to pick the rider up at their residence and transport them to their destination.

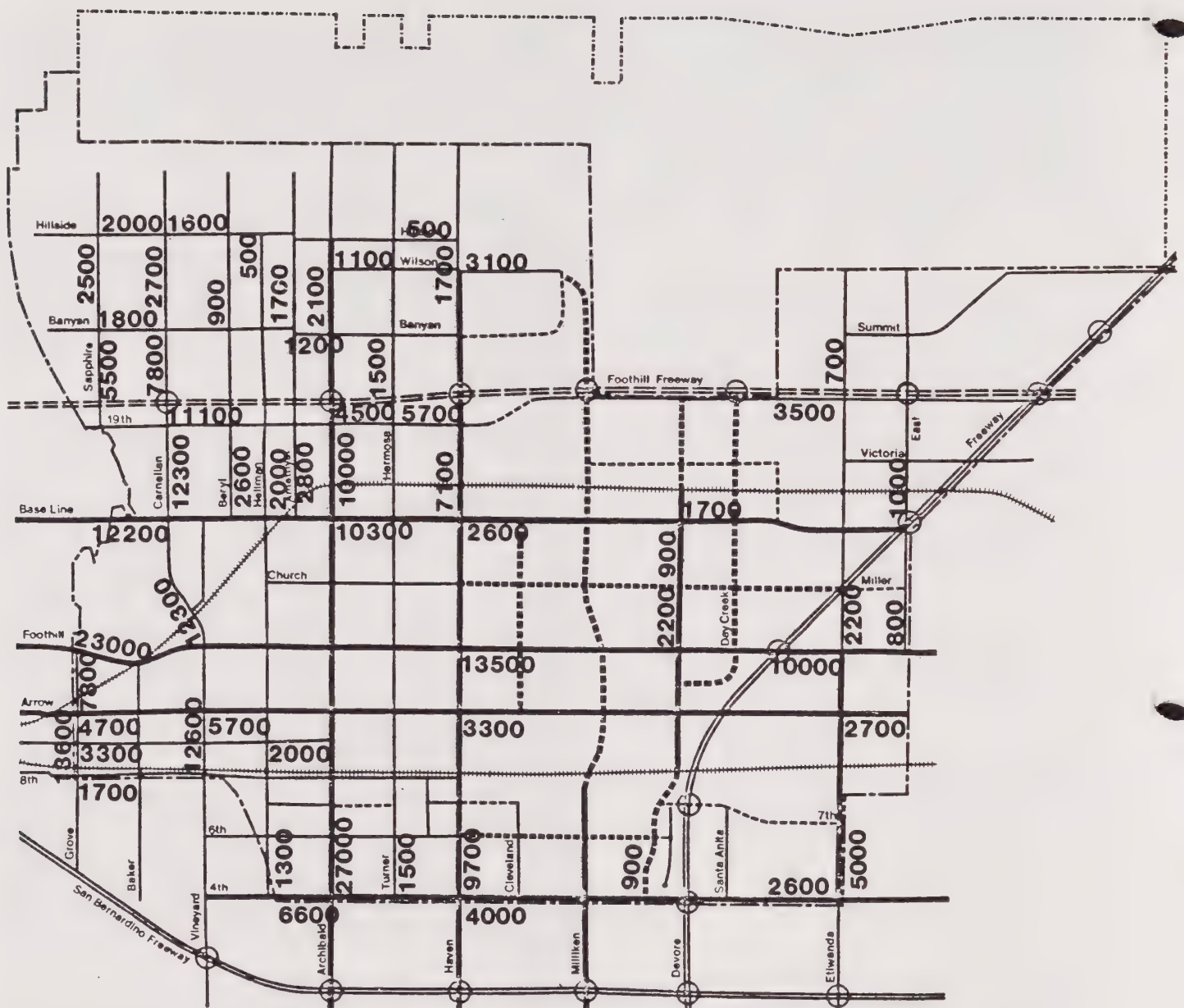


Figure III-2
CURRENT CIRCULATION SYSTEM
EXISTING 1980* DAILY TWO-WAY
TRAFFICS COUNTS

*DECEMBER 1980

Adequate parking facilities exist within the City to accommodate current demands. Based upon field observation during peak hours, adequate parking spaces are remaining within shopping facilities.

OBJECTIVES

The objectives enumerated below and the subsequent policies are designed to assist the City in developing assumptions upon which to develop the detailed requirements of an efficient circulation system.

- o Organize land uses to promote maximum opportunity for development of ride-sharing, transit and other alternative forms of transportation.
- o Accommodate new growth in areas which can readily be served by public transit and which are within convenient walking distance of major public and commercial facilities.
- o Provide local transit service to increase the mobility of the portion of the population with limited or no access to the automobile.
- o Develop a transportation management and development monitoring program to insure effective implementation of a citywide 10 percent mode split with an industrial peak hour mode split of 25 percent.
- o Reduce the need for long commutes by encouraging the provision of housing for up to 30 percent of the industrial employment base.
- o Develop a trail system for hiking, biking, and equestrian use which meets the needs of both the recreational and commercial/industrial users.
- o Discourage non-local through traffic from traversing the City on collector and local streets.

- o Encourage an access controlled high speed transportation facility in the Foothill Freeway corridor.
- o Encourage development of improved access to existing freeways to accommodate projected traffic projections.

POLICIES

Pedestrian Facilities

- o In order to encourage pedestrian travel, it shall be the policy of the City to require sidewalks on a minimum of one side of all streets. Walks shall be four feet wide parkway style except on major water carrying streets or in industrial areas. Waiver of these standards will be allowed where a developer can demonstrate alternative pedestrian provisions or where other trail systems are required as a design element of the project.

Street Network and Standards

- o The City's proposed street network is illustrated on the Circulation Plan (Figure III-3). The guidelines and standards to be applied in developing this network are set forth in Table III-3 and the provisions below.

Special Design Streets

- Etiwanda Avenue. Etiwanda Avenue from Foothill Boulevard north has been given a special designation in recognition of its historic character. The basic intent of this designation is to maintain the current street widths and design character where possible and to carefully define those areas where change may be required because of traffic demand. The final design configuration south of Base Line will depend on detailed traffic studies related to the regional center.
- Hillside Road. The segment of Hillside Road between Alta Loma Channel and Hermosa Avenue has been designated for special historic significance and should be studied to establish street requirements consistent with its historic character.

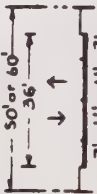

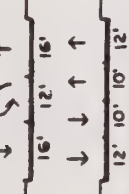
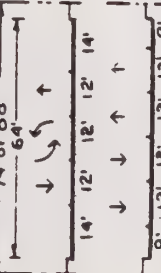
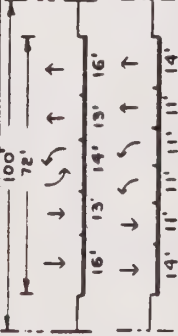
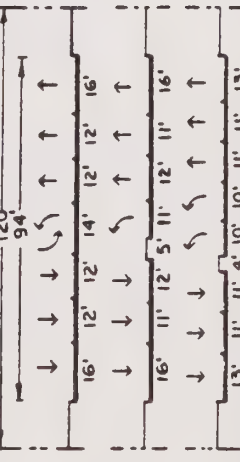
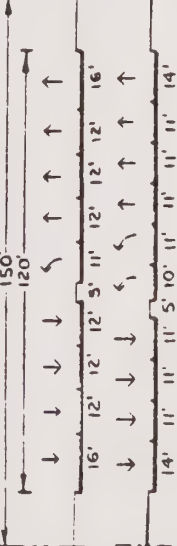
FIGURE III-3 CIRCULATION PLAN

Figure III-3 CIRCULATION PLAN



- | | | | |
|------------------------|-------|--------------------------|-------|
| COLLECTOR | ————— | PROPOSED R.O.W. LOCATION | ----- |
| SECONDARY | ————— | | ----- |
| MAJOR ARTERIAL | ————— | | ----- |
| MAJOR DIVIDED ARTERIAL | ————— | | ----- |
-
- EXISTING INTERCHANGE
 - PROPOSED INTERCHANGE
 - ◎ FREEWAY INTERCHANGE
FREEWAY TO FREEWAY, NO LOCAL ACCESS
 - ⋮ GRADE SEPARATION
 - INTERSECTION FOR POSSIBLE WIDENING
 - ▬ SPECIAL BOULEVARD
 - ▬ SPECIAL DESIGN
 - ▨ SPECIAL IMPACT STUDY ZONE

TABLE III-3
STREET CLASSIFICATIONS

CODE	CROSS-SECTION	CLASSIFICATION	USE		
			Midblock	Minor Intersection	Major Intersection
A		Local Residential	•	•	
B		Collector-Residential 66' ROW	•	•	
		Local-Industrial 54' ROW	•	•	•
C		Secondary Arterial 74' ROW in industrial areas only	•	•	•
		Major Arterial	•	•	•
E		Major Divided Arterial	•	•	•
		Major Divided Highway For use where special intersection treatment is required.			•

- Hellman Avenue. The segment of Hellman between Base Line and 19th Street has been designated for special historic significance and should be studied to establish street requirements consistent with its historic character.

Private Street Standards. Private streets may be desirable in new developments where they would enhance neighborhood identification, provide for control of access and where special overall design concepts may be involved. To insure that these street designs are constructed in a manner which will not create emergency access traffic hazards or future maintenance problems the following standards should be applied in approvals.

- The use of private streets shall be limited to cul-de-sacs and to minor local streets not carrying through traffic.
- Private streets will be permitted only where a means satisfactory to the City Council is provided for their maintenance and operation. Formation of an inactive maintenance district with an irrevocable offer of dedication shall be required of the developer at his expense prior to recordation.
- The design of all private streets shall be reviewed and approved by the City Engineer; and the construction shall be inspected by the Engineering Division, with a standard improvement inspection fee to be paid.

Access

- o In order to insure the effectiveness and capacity of arterials it will be necessary to establish and enforce rigid access control policies. These controls are currently in effect under the provisions of Planning Commission Resolution No. 78-29.
- Non access to all arterials shall be dedicated to the City wherever suitable alternative access may be developed from local or collector streets.
- Where access must be granted to an arterial, said access shall be limited to

one point for 300 feet of frontage or one point per parcel with less than 300 feet of frontage. It is the intent of the policy to establish a minimum 300 foot spacing between driveways.

- Combined access to arterials between adjacent properties shall be encouraged wherever possible to reduce the number of encroachments.
- Access points shall wherever possible be located a minimum of 100 feet from the back of curb returns at intersections on 4 lane or wider highways.
- Where otherwise compatible with this policy, access shall be located opposite existing or planned points on the opposite side of the street.
- In addition to the controls outlined in Planning Commission Resolution No. 78-29, restriction to median island breaks and left turn access shall be limited to approximately quarter mile spacings on the following major divided arterials: Haven Avenue, Foothill Boulevard, Milliken Avenue, and Fourth Street.

Special Impact Area

- o Because of the ever changing nature of transportation, it is essential to manage the transportation system to insure efficient operation and to see that the goals of the Circulation Element are being met.

Results of the traffic model indicate that even when the multimodal transportation goals are met, several sensitive areas will remain to be dealt with. These areas as delineated on the Circulation Plan are:

- The regional center area of Foothill Boulevard and the Devore Freeway, and
- the intersection of Foothill Boulevard and Haven Avenue.

Prior to significant development within these special impact areas detailed analysis of potential traffic constraints should be

incorporated into the development plans. Another area subject to severe traffic constraints in the future will be the freeway interchanges to Interstate 10.

Transit

- o The circulation objectives rely heavily on the ability of the community to foster greater use of transit programs. This basic framework is presented in the Transit Concept Plan shown in Figure III-4.

The Transit Concept Plan establishes a hierarchy of potential transit routes and transportation facilities including:

- Regional bus routes through the main activity areas.
- Local bus service loops to all areas, with heavy emphasis on service to employment centers and shopping centers.
- Bike routes linking residential areas to places of work or shopping centers.
- Local transfer locations such as park and ride, and major bus transfer points to facilitate greater service use along local and regional commuter traffic routes.
- Rail commuter lines utilizing existing Southern Pacific and Santa Fe rail lines.

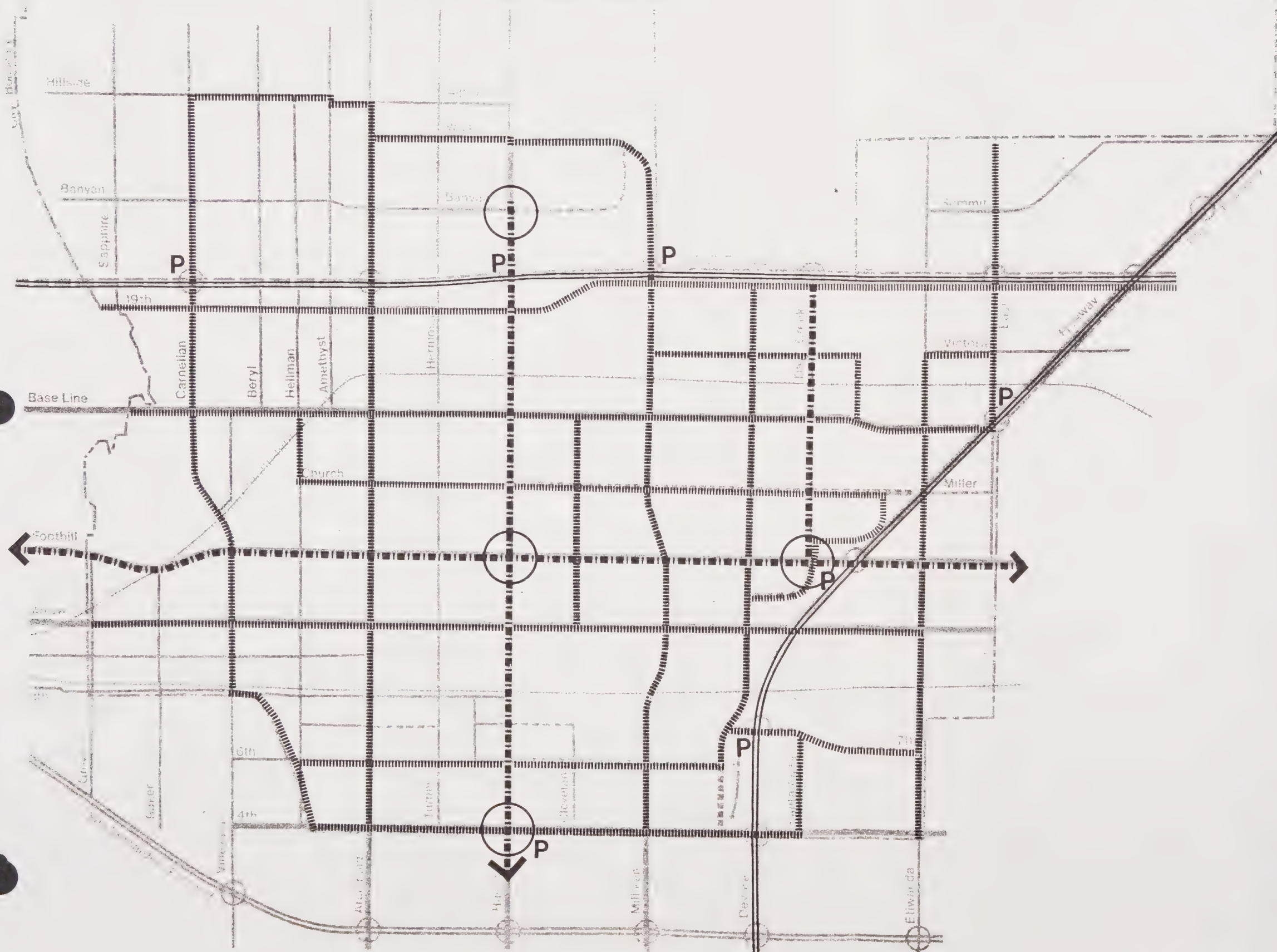
These facilities and routes are provided as a guide to areas of future connection but are not developed as proposed transit service lines. Prior to significant development of a transit system, a transportation study that considers local and regional needs should be undertaken.





Bicycles

- o Bicycle route planning provides an additional opportunity to develop a comprehensive system of trails which if properly planned and developed can serve as a vital link in the transportation system and offer significant recreational amenity. Figure III-6 (in the Parks and Recreation section) shows proposed key routes to establish a backbone trails system. Bicycle trails vary from simple trail designations along

FIGURE III-4 TRANSIT CONCEPT PLAN

Figure III-4
TRANSIT
CONCEPT PLAN



-  TRANSFER STATION
- P** PARK AND RIDE
-  REGIONAL TRANSIT ROUTE
-  LOCAL TRANSIT ROUTE
-  H.O.V. LANE EXPRESS BUS LANE

CITY OF RANCHO CUCAMONGA
GENERAL PLAN



existing streets to fully developed separated facilities along major streets, utility corridors and flood control channels. The regional multi-use trail system should provide for the riding and hiking uses and has the potential development as pedestrian, equestrian, and bicycle trails. These backbone trails can then be further expanded to integrate into future development proposals and ultimately serve all segments of the community. Recreational, pedestrian, and bicycle paths should tie into on-street bicycle routes whenever possible. Trails should be developed to the standards outlined in Forester, Cycling Transportation Engineering.

IMPLEMENTATION

The close relationship between land use and circulation is reflected in both the Land Use Plan and the Circulation Plan. Much of the success of the circulation system, as measured by the freedom of movement, the avoidance of congestion, and the viability of transit, hinges on creating a "matching" land use pattern. As discussed earlier, the primary tool available to local governments to achieve this pattern is zoning.

Community design is another component that must be factored into the development of the street network. Landscaping pavement design, building setback, and building forms all help to reinforce the function (or classification within the street hierarchy shown in Table III-3) of the road. Community design policies and guidelines are discussed throughout the Circulation and Community Design Elements.

Minimum street design, including alignment, grades, and widths, and street improvements are required of developers through the Subdivision Map Act. The basis for street design standards and installation of new roads are contained in this element. These standards may be amended as provided for within an approved specific plan, as described in the Land Use Element.

The following discussion addresses special problem areas that are to be addressed through further studies and intergovernmental coordination.

Alignment. The Circulation Plan identifies major streets where alignment configuration is variable. Precise location of these street alignments will be dependent upon potential development needs of surrounding lands. Alignment requirements will need to be studied at the time of future development. Routes requiring more precise alignment determination are:

- Banyan Street - east of Haven Avenue
- Milliken Avenue - north of Fourth Street
- Rochester Avenue - south of Eighth Street
- Cleveland Avenue - Arrow Route to Base Line Road
- Victoria Avenue - west of Etiwanda Avenue
- Day Creek Boulevard
- Church Street - Haven to Miller Avenue

Foothill Freeway Corridor. The development of a high speed limited access route along the Foothill Freeway Corridor is an important component to the circulation system of the City. Recently California Transportation Commission (CTC) adopted a resolution encouraging the City to work with Caltrans in determining appropriate methods for financing and construction of the Foothill Freeway. CTC will evaluate the status of a financing plan in early 1983. The City policy stresses the need for the development of an access controlled high speed facility along this corridor. Should Caltrans withdraw from the development of a Foothill Freeway, the City will evaluate other methods for development of the high speed corridor. Any changes in the City's policy should be reflected in revisions to the General Plan.

Highland Avenue. The designation of Highland Avenue (Route 30) as a "C" section providing for four lanes of traffic is an interim designation until the time of construction of the Foothill Freeway.

With construction of the freeway or other limited access expressway, Highland Avenue will become the south frontage road to the freeway and be reduced to a collector "B" section street. Special alignments of the frontage system will be required at interchange locations. Prior to development in the interchange locations the frontage system in the area should be precisely defined and right-of-way dedications obtained for the future roadway requirements.

Grade Separation Requirements. It has been identified that railroad grade separations will be required at Haven Avenue and Milliken Avenue at the Santa Fe Railroad.

Grade separations have implications for right-of-way requirements on adjacent properties. They will, therefore, require further detailed studies to establish right-of-way requirement and local circulation ties. Studies along the Santa Fe at Milliken and Haven Avenue are currently being prepared and should be adopted as precise plans through a hearing process.

Special Intersections. Through the transportation modeling process, specific intersections were identified which may require localized widening to accommodate projected traffic volumes and turning movements. These intersections will require detailed traffic analysis in the future but in some cases can be mitigated through category F street widths. Intersections of concern are indicated on the Circulation Plan.

A Transportation System Management Program (TSMP) is necessary to alleviate some of the potential traffic problems. The TSMP, if effectively implemented, would reduce industrial traffic load up to 17 percent and 21 percent during peak traffic hours. However, even with this program, information from the traffic modeling indicated the potential for significant traffic problems.

The TSMP will involve the close monitoring of industrial development to insure that suitable transportation control measures are enforced on all developments. These control

measures could include parking restrictions, mandatory ridesharing and vanpool programs and staggered working hours.

Critical to the implementation of an effective circulation system will be the level of cooperation in planning and implementing development in the Ontario Motor Speedway area, site access to the airport, and the development of a regional commuter transit system.

Implementation of the transit goals will involve a continuing close relationship between the City, transit operating companies and regional transit planning organizations. This effort is best coordinated through the San Bernardino Associated Governments (Sanbag). The City should insure its active participation in the planning process through further development of the details of the Transit Concept Plan. Detailed further studies should include the following:

- Further elaboration and adoption of the basic transit concept plans by regional transportation planning agencies.
- Detail site specific plans for transit transfer facilities and park and ride lots.
- Encouragement of further study into the implementation of commuter rail services and development of site criteria for a multimodal transit station along these rail facilities.
- Development of detailed implementation programs for linking bicycle and pedestrian system with transit routes and service points.

HOUSING ELEMENT ¹

CHAPTER ONE

I. INTRODUCTION

Purpose and Intent

The Housing Element is intended to provide residents of the community and local government officials with a greater understanding of the housing needs in Rancho Cucamonga and to provide guidance to the decision-making process in all matters relating to housing. The document analyzes existing and future housing needs, develops a problem-solving strategy, and provides a course of action to achieve the stated housing goals and objectives.

This document is required by State Law to update the Housing Element originally approved with the General Plan in 1981. This update incorporates the most recent demographic information and housing trends to accurately assess the state of housing in Rancho Cucamonga.

Legislative Authority

The Legislature of the State of California has identified the attainment of a decent home and a satisfying environment for every resident of the State of California as a goal of highest priority. Recognizing that local planning programs play a significant role in the pursuit of this goal, and to assure that local planning effectively implements Statewide housing policy, the Legislature has mandated that all cities and counties include a Housing Element as part of their adopted local General Plan. Section 65583 of the California Government Code requires the preparation of a Housing Element "to consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing". The

¹ All support data and sources are cited in Chapter 3 of the Housing Element, located in the General Plan Technical Appendix

Housing Element must also identify and make "adequate provision for the existing and projected needs of all economic segments of the community".

The State Housing Element guidelines require three basic components to be included as follows:

- I. An assessment of local housing needs and an inventory of local resources and constraints relevant to meeting these local needs.
- II. A statement(s) of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing.
- III. A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element.

Organization

The Housing Element consists of three chapters. While the first two chapters are contained therein, Chapter 3 is part of the General Plan Technical Appendix. This format has been chosen so that the importance of the City's programs is not lost or diluted with the calculations, graphs or other technical information.

Chapter One contains a brief synopsis of the technical data collected. Chapter Two identifies the City's housing goal and defines the five year action program with quantified objectives and policies. The third chapter contains in detail the technical data and calculations. The information provided in the combined document is based on the best available background data and acts as a framework for the City's identified housing needs and subsequent policies and programs.

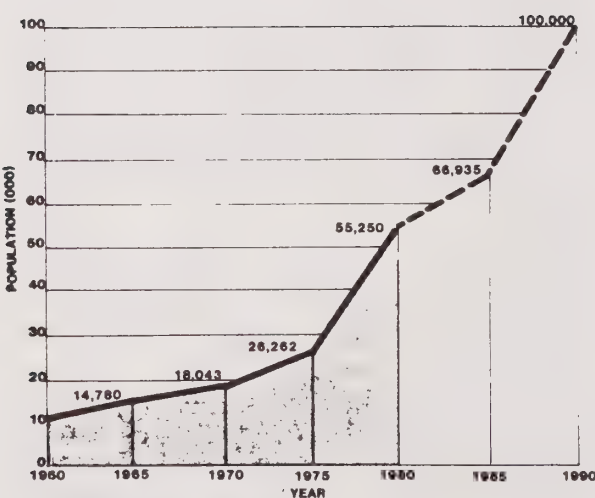
It is the City's intent to continually monitor and expand on the established housing programs and to prepare a complete update again in 1989. The goal, objectives, policies and programs of the Housing Element have been prepared so as to be consistent with the other elements of the General Plan.

Public Participation

Section 65583(c) of the California Government Code states that local jurisdictions must make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element. To achieve this goal, during preparation of this document both the Technical Appendix, and Objectives and Programs sections were reviewed by the Planning Commission at regularly scheduled public meetings. A 90-day review period followed completion of the Draft Housing Element and comments were received from the State Housing and Community Development Department. In addition, review of the document was advertised in The Daily Report newspaper and public hearings were held by the Planning Commission and City Council to receive public testimony prior to adoption.

II. POPULATION CHARACTERISTICS

Rancho Cucamonga is located in the San Bernardino-Ontario Regional Housing Market area. This market area is in one of the fastest growing regions in Southern California. Between 1970 and 1980, the population of this market area grew by 25%, marking it as one of the fastest growing areas in Southern California. Estimates by the State Department of Housing and Community Development (HCD) and the Southern California Association of Governments (SCAG), and the State Employment Development Department reveal that the west end of San Bernardino County has captured much of the market area's growth in both population and jobs and that this trend is likely to continue.



POPULATION TRENDS

Rancho Cucamonga's role is gradually shifting from that of a "bedroom suburb" for the broader region to a more economically integrated city

with a mixture of residential, commercial, and industrial development. Between 1970 to 1980 the population grew from 16,043 to 55,250, an increase of approximately 344%. Most of the growth occurred between 1975 and 1979 when the City grew by 28,988 persons.

The Southern California Association of Governments (SCAG) provides individual communities with population projections to the year 2000. Based on SCAG's calculation, the City is expected to increase by approximately 4.6% per year to a total of about 127,500 persons in the year 2000. This estimate is predicated on an average household size of 2.9 persons (established by SCAG). These estimates indicate that the buildout of the City is expected to occur around the year 2010. Of course, the housing market, interest rates, and general availability of money has a significant impact in determining buildout and when it will occur. The projected compounded annual average 4.6% population growth rate is indicative of a strong demand for future housing in the west end area of San Bernardino County. It is reasonable to assume that this projected growth rate may moderate downward and will be evaluated periodically in the course of the General Plan review.

The demographic profile of Rancho Cucamonga residents differs little from that of the County. The median age of the community was 26.6 years according to the 1980 census. The City had a slightly higher percentage of younger people, Whites and Spanish surnamed than the County. About 39% of the residents were under the age of 19, and about 57% were between the ages of 20 to 64 years. Whites represented about 88% of the total population and Hispanic persons 6.1 percent.

Of the total population in 1980, 55,250 people, approximately 45.1% or 24,930 were employed in the labor force. The two major types of industrial employment sources in Rancho Cucamonga are durable manufacturing and retail trade. Of the occupational employment sources most of the labor force was in clerical positions followed close by with craft/repair positions.

Of the working labor force living in Rancho Cucamonga in 1980, approximately 10% worked in the City, based on commuter patterns. The majority of workers commuted to Los Angeles County.

III. HOUSING CHARACTERISTICS

The 1980 Federal Census established the total number of dwelling units in Rancho Cucamonga to be 17,839. In conjunction with the SCAG population projection estimates, the expected unit count in the year 2000 is 45,750 with the buildout unit count estimated to be about 59,814.

Of the existing units, the majority are of single-family nature and are owner occupied. As of January 1980, 85% of the housing units were owner occupied and 15 percent renter occupied. Single family units accounted for 86.4% of the City's housing stock; duplexes, triplexes and fourplexes accounted for 2.2%; multi-family units with more than 5 units equalled 6.2% and mobile homes constituted 5% of the total stock count of 17,839.

As fast as construction has occurred, the overall vacancy rate for the City's housing stock, as shown by the 1980 census, was 4.8 percent. The vacancy rate for single family type units averaged 5.1 while multiple family units averaged 4.5 percent. Mobile home unit types experienced the lowest vacancy rate of 1% in 1980.

Residents in Rancho Cucamonga had the highest median household income, \$24,868, as compared to all 37 communities and the unincorporated areas of the County. The most prominent source of income in 1980 was the standard wage or salary with just over 50% of all residents receiving this type of income.

IV. HOUSING DEMAND

The major factor that will affect the demand for housing in the City is the expected employment growth in the commercial and industrial sectors. During the next 20 years the industrial and commercial areas in the City will

generate a demand for approximately 21,058 to 27,452 housing units in the region. Within the next five years approximately 8,166 to 11,296 new employees are expected to be generated thus creating about 5,103 to 7,060 new households. Employment projections are shown in the following Table.

TABLE 1
COMMERCIAL AND INDUSTRIAL EMPLOYMENT PROJECTIONS ¹

<u>Employment Type</u>	<u>1984- 1989</u>	<u>1989- 1994</u>	<u>1994- 1999</u>	<u>1999- 2004</u>
Commercial/Office Professional	2,551	6,260	5,063	1,574
Industrial	5,615- 8,745	5,035- 7,775	4,000- 6,340	3,595- 5,615
Total New Employees	8,116- 11,296	11,295- 14,035	9,063- 11,403	5,169- 7,189
Total New Households	5,103- 7,060	7,060- 8,772	5,664- 7,127	3,231- 4,493

¹ See Appendix Tables A-4 and A-5 for detailed breakdown by employment type and sources.

It is the City's desire to provide suitable and affordably priced housing in order to allow as many locally generated employees as is feasible to reside in the City. According to 1980 commuter trends it can be estimated that about 10% of the labor force living in the City also worked in the City. This trend is hoped to be improved upon as the City's industrial, commercial, and residential land develops. It is the City's strongest desire to provide housing which is desired by the projected employment base so that more workers can live and work within the City.

V. VACANT LAND INVENTORY

As described above the West End of San Bernardino County and the City of Rancho Cucamonga are expected to be a highly desirable area for residential, commercial, and industrial growth. The commercial and industrial employment forecasts described in Table 1 indicates a good demand for housing especially when the City desires to have as many employees

as possible to work and live locally. The most prominent resource needed by a community in order to meet the demand for housing is vacant residential lands.

As shown in Table 2, the City contains approximately 6,670 acres of vacant residential land suitable for development within the City. This vacant acreage allows density ranges of between less than two dwelling units per acre and going up to 30 dwelling units per acre. As can be seen with the present vacant acreage in the density ranges permitted there is being provided an adequate diversity of lands for the development of all types of housing. The vacant land, if developed at mid-point of each density range, could yield 40,609 new units. Buildout of the City is expected to occur by the year 2010.

TABLE 2
VACANT LANDS AVAILABLE FOR DEVELOPMENT
AND THE CORRESPONDING DWELLING UNIT GROWTH
CITYWIDE AND IN DESIGNATED AREAS

Vacant Residential Developable Lands ¹ - Rancho Cucamonga citywide (not incl. sphere)

<u>Development District (Density)</u>	<u>Acres</u>	<u>Estimated Potential Units at mid-point of density range</u>
ER (.1-1 du/ac)	130	96
HR (.1-2 du/ac)	173	134
VL (.1-2 du/ac)	2,305	3,724
L (2-4 du/ac)	1,211	4,099
LM (4-8 du/ac)	1,309	8,336
M (8-14 du/ac)	1,067	12,884
MH (14-24 du/ac)	346	7,104
H (24-30 du/ac)	129	4,232
	<u>6,670</u>	<u>40,609</u>

¹ Vacant and/or underutilized residentially designated land was calculated as part of the City's assessment of vacant lands in December 1983. Aerial photographs of the City dated January 1982 were used to show vacant parcels. Monthly status reports from January 1983 to December 1983 were used to eliminate residential acreage which had been developed after the aerial photograph was taken.

² Mobile home parks are permitted by Conditional Use Permit in all residential zones, except for vacant properties in the Etiwanda community.

Lands suitable for affordable housing have also been identified by the City. Within the two planned communities of Terra Vista and Victoria a commitment has been made whereby up to 15 percent of the total number of units will be made economically available to families of low and moderate incomes. The total number of affordable rental or ownership dwelling units that can be provided by these two projects is 2,529 units, approximately 667 by 1989.

VI. HOUSING AVAILABILITY

The most prominent type of residential construction in the City for the last five (5) years is single family, both detached and attached. Approximately 76% of all units constructed were of this type with about 24% being multiple family unit types. This trend is expected to remain consistent as the general City, along with the two planned communities, continues to develop. This is exemplified by the types of projects that are being reviewed. Currently, 1,219 multiple family units have been approved for construction at the present time (January 1984). Approximately 2,328 single family units have been approved for construction with permits for all but 433 of these units being issued (January 1984).

The two planned communities will play a large role in the future housing availability in the City. Between the two planned communities there are a total of 1,785 acres of vacant residential land. This vacant acreage is expected to provide about 14,475 dwelling units with approximately 2,529 units being planned for families of low and moderate incomes. During the next five years (1984-89) approximately 667 affordable units should be provided in Terra Vista and Victoria.

VII. HOUSING ASSISTANCE NEEDS

According to the Southern California Association of Governments (SCAG) 1983 Regional Housing Allocation Model (RHAM) there are 1,746 lower income households who are paying disproportionately high percentages of income on housing. Both the State Housing and Community Development Department and the Federal Housing and Urban Development Department have raised the percentage of gross income spent on housing from 25 percent to 30 percent.

The RHAM also provides projections for the City as to the number and type of units that are needed by 1988 in order to avoid a housing impaction. According to SCAG approximately 10,368 units are needed between 1983 and 1988 in order to minimize any housing constraints and provide adequate housing to persons wishing to locate in the Rancho Cucamonga area. To obtain a five year projection for the Housing Element this figure was extrapolated one year to 1989. The housing need for 1989 is estimated to be 12,442 units. The SCAG RHAM also establishes that 43 percent of the units constructed should be affordable to households earning 120 percent or less of the established median household income.

The Housing Assistance Plan (HAP) is required to be prepared in conjunction with the Community Development Block Grant (CDBG) program efforts. The purpose of the plan is to state quantified goals for low income needs. In the plan, lower income small families were cited as being the largest household group needing assistance. As of October 1982 the HAP identified 792 small families, 213 large families and 97 elderly families needing housing assistance.

VIII. EXISTING HOUSING CONDITIONS

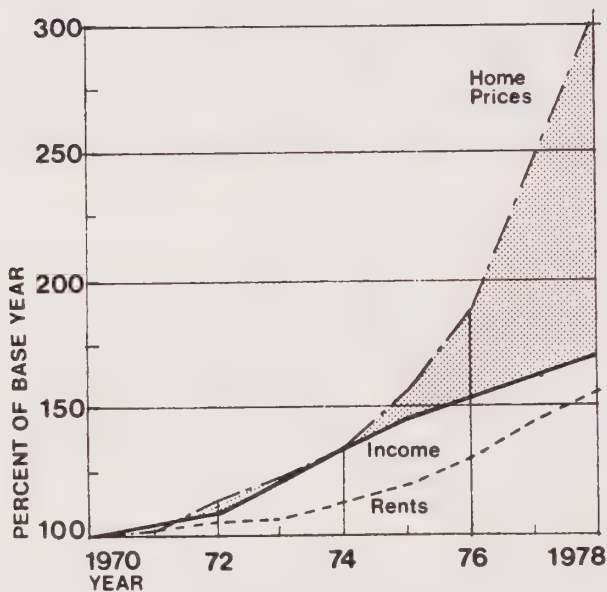
Overall, the housing stock of the City is in good condition. Approximately one percent of the total dwelling units in 1980 had no plumbing or heating according to the Federal Census. This is probably attributable to the fact that all but 2,250 dwelling units have been constructed since 1960.

Based on a windshield survey, approximately 47 units or one-third of one percent of the 1979 housing stock are considered delapidated. About 130, or one percent, are at a deteriorated level with the remaining 14,277 units being considered sound. According to City records and in conjunction with the Community Development Block Grant program four areas have been identified and targeted for rehabilitation assistance. These four areas are identified on Map A-4 in the Technical Appendix. Emphasis on rehabilitation programs in these four identified areas as well as throughout the City, to maintain the sound quality of the housing stock, are explored in the programs section.

IX. CONSTRAINTS TO THE DEVELOPMENT OF HOUSING

There are both public and private market constraints that interfere with the development of housing for all income levels. While there are some constraints generated by local, state and or federal government, there are also a number of constraints controlled by the market place.

The City, through its attempts of reducing the local government constraints and providing incentives for the construction of affordable housing has prepared programs in the areas of subsidizing development fees and infrastructure, lowering land prices through land write downs, and providing density bonuses should a project merit such types of benefits. There are, however, some constraints beyond the complete control of the City government such as school overcrowding and conventional interest rates.



It is clear that the cost of housing, including financing and production costs, have increased more rapidly than household income thereby pricing potential home buyers out of the market. Lower interest rates for both construction and purchasing would be a significant asset in providing affordable housing and there are ways that the local government can provide incentives which will help to reduce housing constraints and housing costs. Through such methods of redevelopment tax increment monies the City can offer incentives and programs, as described in the following pages, to developers in the community so that a diverse type of housing and price mix can be provided.

CHAPTER TWO

I. GOAL, OBJECTIVES, POLICIES AND PROGRAMS

The goal, objectives, policies, and programs outlined below shall act as a guide for the City in its efforts in providing decent, affordable housing and its encouragement of a variety of housing types.

In order to move towards attaining the overall housing goal through the corresponding objective areas, the City must commit itself to specific action programs and stated policies. The housing goal has been broken down into seven (7) objective areas; Housing Opportunities for Projected Commercial and Industrial Employee Households, Conservation and Rehabilitation of Housing Stock, Opportunities for a Broad Range of Housing Types, Residential Energy Efficiency, Housing Opportunities for Households of Low and Moderate Incomes and Special Needs Groups promoting fair housing practices, and Reduction of Governmental Constraints. The action programs listed also include the maximum target number to be assisted (where quantifiable), the responsible agency for overseeing the program, the appropriate source of financing and the approximate time schedule.

The action programs are the most feasible actions which this City can take in order to satisfy the identified housing needs described in Chapter 3, the technical appendix. These programs are based on the present and anticipated resources of the City, as prescribed under Section 65583 (b) of the California Government Code, with the quantified targets being guidelines and not necessarily being requirements of the City. It is the City's policy to take a diligent approach in satisfying the housing needs of the existing and future residents.

The overall goal of the Housing Element, for the most part, is consistent with the goal of the 1981 Housing Element.

The City shall provide opportunities and incentives for the provision of a variety of housing types for all economic segments wishing to reside in the community regardless of race, religion, sex or income group.

In addition to the objectives and action programs, the City has identified policy areas which contribute to the pursuit of the housing goal. These policies are as follows:

1. The City shall use development agreements as a procedure with projects providing affordable housing which utilizes incentives offered by the City.
2. Over concentration of very low and low income household units in any single project shall be avoided. For this policy, the number of very low and low income subsidized housing units shall not exceed 25 percent in any one project.
3. Provide input, such as cost/benefit balance, and recommendations to the California Energy Commission in its preparation and updating of energy efficient residential guidelines.

The remainder of this Housing Element is broken down into seven objectives which when combined with the stated policies are intended to meet the housing goal of the City of Rancho Cucamonga.

OBJECTIVE 1:

Promote and encourage housing opportunities so that it is desirable for 30 percent of the projected commercial and industrial employed households in the City to live and work in the City.

Program 1.1:

Determine the income levels of future commercial and industrial employed households in order to identify the affordable housing ranges in all income groups of the expected new households.

Target: 30 percent of all new employee household formations

Responsible Agency: City of Rancho Cucamonga

Financing: General Fund, City Budget

Schedule: 1985

Program 1.2:

Expand the City's data base management system to include a residential, industrial and commercial monitoring system of proposed projects.

Target: Not applicable

Responsible Agency: City of Rancho Cucamonga

Financing: General Fund, City Budget

Schedule: 1986

Program 1.3:

Develop an "equity share" program for local employment participation.

Target: 30 percent of all new employee household formations

Responsible Agency: Public and Private Sector

Financing: Public and Private Sources

Schedule: 1984-1989

OBJECTIVE 2:

Conserve and improve the existing housing stock, and eliminate the causes and spread of blight and deterioration by encouraging the investment of public and private funds in housing rehabilitation and public improvements.

Program 2.1:

Identify areas of the City with concentrations of older housing units which may be targeted for rehabilitation and improvement programs.

Target: Identified areas citywide

Responsible Agency: City of Rancho Cucamonga

Financing: General Fund, City Budget

Schedule: 1984

Program 2.2:

Develop a Redevelopment Agency rehabilitation loan program which would provide rehabilitation and repair assistance to low and moderate income households.

Target:: 120 low and moderate income households, approximately 30 annually

Responsible Agency: Redevelopment Agency

Financing: 20 percent tax increment

Schedule: 1985-89

Program 2.3:

Operate a repair grant program for senior citizens and disabled or handicapped persons for minor housing needs.

Target: 100 households, approximately 20 households annually

Responsible Agency: City of Rancho Cucamonga

Financing: Community Development Block Grant ± \$28,000 annually

Schedule: 1984-1989

Program 2.4:

Operate a housing rehabilitation and repair loan program that offers both deferred loan payments and low interest loans to low income households.

Target: 100 low income households, approximately 20 annually

Responsible Agency: City of Rancho Cucamonga

Financing: Community Development Block Grant ± \$48,000 annually

Schedule: 1984-1989

Program 2.5:

Provide public improvements/community facilities such as street improvements, street lights, sidewalks, and parkway landscaping, in qualified target areas.

Target: City-wide target areas as identified

Responsible Agency: City of Rancho Cucamonga

Financing: Community Development Block Grant

Schedule: 1984-1989

OBJECTIVE 3:

Allow and create new opportunities which enable a broad range of housing types, site designs, construction methods, and maintain a balanced supply of ownership and rental units.

Program 3.1:

The City shall facilitate the opportunity for a variety of housing types through the implementation of the Land Use Plan, Development District Map and the Community Plans on the remaining vacant land resources of the City.

VACANT LANDS RESOURCES - 1984

Development District (Density)	Acres	Potential New Units at Mid-Point of Density Range 1984 to Buildout	Maximum No. of New Units Estimated 1984-89
ER (.1-1 du/ac)	130	96	0
HR (.1-2 du/ac)	173	134	38
VL (.1-2 du/ac)	2,305	3,724	958
L (2-4 du/ac)	1,211	4,099	673
LM (4-8 du/ac)	1,309	8,336	4,254
M (8-14 du/ac)	1,067	12,884	800
MH (14-24 du/ac)	346	7,104	1,305
H (24-30 du/ac)	129	4,232	0
	<u>6,670</u>	<u>40,609</u>	<u>8,028</u>

Target: 8,028 units

Responsible Agency: City of Rancho Cucamonga

Financing: Not Applicable

Schedule: 1984-1989

Program 3.2:

Maintain and administer a condominium conversion ordinance which establishes a maximum annual limit for the number of multi-family rental units that may be converted to ownership type.

Target: Consistent with 1983 SCAG-RHAM projections and update

Responsible Agency: City of Rancho Cucamonga

Financing: Not Applicable

Schedule: 1984-1989

OBJECTIVE 4:

Promote energy efficiency in all residential developments.

Program 4.1:

Enforce and regulate the existing State residential energy design guidelines through existing California State Building Code.

Target: All affected residential constructions

Responsible Agency: City of Rancho Cucamonga

Financing: Not Applicable

Schedule: 1984-1989

Program 4.2:

Implement through the Development Code energy efficient design procedures and specifications for such things as solar techniques, landscaping standards, house orientation and sun angle exposure.

Target: All new residential projects

Responsible Agency: City of Rancho Cucamonga

Financing: Not applicable

Schedule: 1984-1989

OBJECTIVE 5:

Provide housing opportunities which meet the needs of households of low and moderate incomes and identified special needs groups.

Program 5.1:

Administer and continue to develop Residential Mortgage Bond programs whereby low interest loans can be issued to first time home buyers making at or below 120 percent of the established median income level.

- o In 1983 administer a mortgage allocation of \$36.2 Million.
- o In 1984 apply for a mortgage allocation of \$45.8 Million.
- o In 1985 and thereafter apply for a mortgage allocation consistent with the developer and home buyer demand.

Target: 1983 - 180 first-time home low and moderate income households, 60 annually 1983-86
1984 - 300 first-time low and moderate income households, approximately 100 annually 1984-87

1985 - Determined based on demand for Residential Mortgage Revenue Bond program and applicable legislation.

Responsible Agency: Redevelopment Agency

Financing: Residential Mortgage Revenue Bond Program

Schedule: 1984-1989

Program 5.2:

Through the development approval process the City shall consider the use of Multiple Family Residential bonds when requested provided that 20 percent of the units are to be made available to households of low and moderate incomes.

Target: 1984 - 46 units; 1985 - 50 units; 1986 - 55 units

Responsible Agency: City of Rancho Cucamonga in conjunction with County of San Bernardino

Financing: Multiple Family Residential Bond Program

Schedule: 1984-1986

Program 5.3:

Through the requirements of the Terra Vista and Victoria Community Plans, a maximum 15 percent density bonus shall be provided for the development of low and moderate income housing in the following manner: for all units built under the bonus program, one-third shall be for families making 100 percent to 120 percent of the median income, one-third of those making 80 percent to 100 percent of the median income and one-third making 50 percent to 80 percent of the median income.

Target: 667 unit by 1989

Responsible Agency: Private Sector

Financing: Public and Private Sector Cooperation

Schedule: 1984-1989

Program 5.4:

In conformance with Section 65915 of the California Government Code, the City shall provide development incentives to an individual project when 25 percent of the units are available to low and moderate income households or special needs groups. The conditions of the incentives will be prescribed through the use of development agreements and are to be specific to the project needs and characteristics. Such incentives may include: deferral, waiver, or reduction of fees, reduction of appropriate development standards, and density bonus.

Target: Determined at time of individual request

Responsible Agency: City of Rancho Cucamonga

Financing: Not Applicable

Schedule: 1984-1989

Program 5.5:

Encourage private developers to utilize rental assistance programs to assist those groups in need as identified by the Housing Assistance Plan.

Target: 16 large families, 113 small families,
16 elderly families

Responsible Agency: City of Rancho Cucamonga
and Private Sector

Financing: Rental Assistance Programs

Schedule: By 1985

OBJECTIVE 6:

Promote equal housing opportunities for all economic segments of the community.

Program 6.1

Provide financial support for Inland Mediation Board, or a similar non-profit fair housing organization, which assists in the resolution of tenant/landlord disputes and housing discrimination.

Target: Citywide

Responsible Agency: City of Rancho Cucamonga

Financing: Community Development Block Grant

Schedule: 1984-1989

OBJECTIVE 7:

Where possible eliminate governmental constraints.

Program 7.1:

Implement a computer fiscal analysis system which identifies the fiscal impact of new developments and which suggests financing alternatives and methods for the identified costs.

Target: New residential development

Responsible Agency: City of Rancho Cucamonga

Financing: Community Development Block Grant

(Establishing system and alternative financing suggestion), Mello-Roos and Tax Allocation Bond (suggestions for alternative financing)

Schedule: Develop system in 1984, carry out program to 1989

Program 7.2:

The Redevelopment Agency may assist in providing incentives for residential projects, such as payment of building and development fees, provide infrastructure improvements and land cost write downs, where 25 percent or more of the units are available to low and moderate income households.

Target: Determined at time of individual request.

Responsible Agency: Redevelopment Agency

Financing: 20 percent of Tax Increment Money

Schedule: 1984-1989

TABLE III-8
RESIDENTIAL LAND USE, DENSITY AND HOUSING TYPE MATRIX*

Residential Land Use Category	Gross Density ¹ Units/Acre ²		Single Family Detached	Single Family Semi-Detached	Single Family Attached, 2 or Less	Single Family Attached, 4 to 6	Single Family Stacked	Mobile Home/Factory Built Housing	Multiple Family 2-Story	Multiple Family 3 or More Stories
	Min	Max								
Very Low	0.1	2	P ³					P		
Low	2	4	P	P	D ⁴			P		
Low Medium	5	8	P	P	P	D	D	P		
Medium	5	14	P	P	P	P	P	P	D	D
Medium-High	15	24	P	P	P	P	P	P	P	P
High	25	30	P	P	P	P	P	P	P	P

*General illustrations of these housing types are provided in Figure III-4.

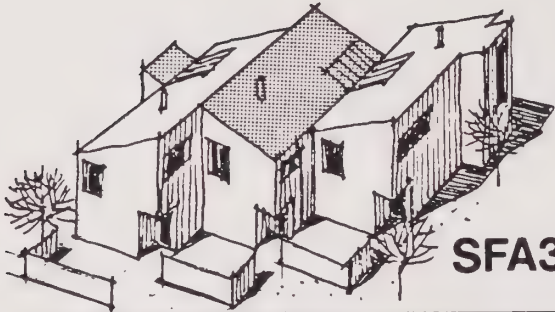
1. The overall density of each development proposal must by itself fall within the applicable density range. That is, a development which falls below the minimum density cannot be offset by another development which exceeds the maximum density.
2. Excluding land necessary for secondary streets and arterials.
3. P = permitted by right.
4. D = permitted subject to discretionary review.



SFD



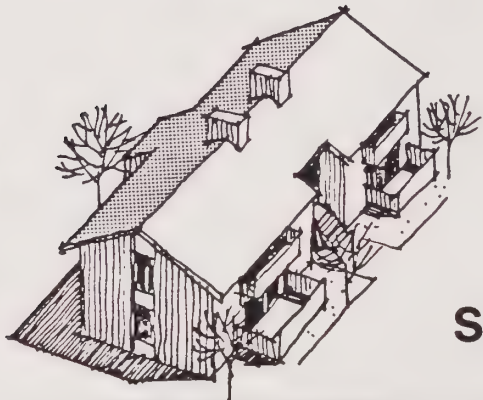
SFSD



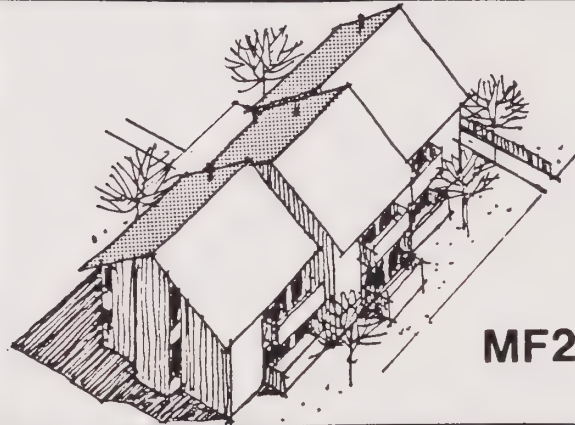
SFA3



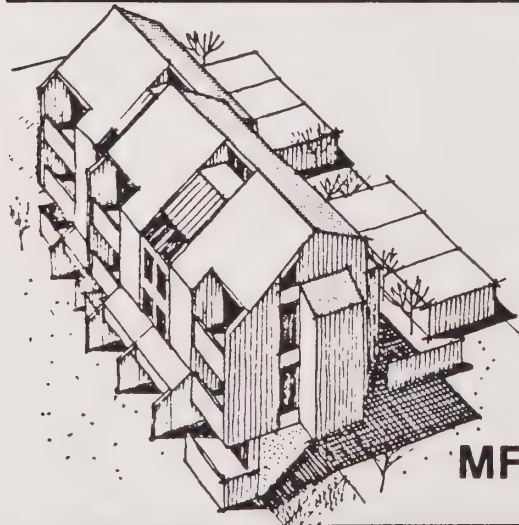
SFA6



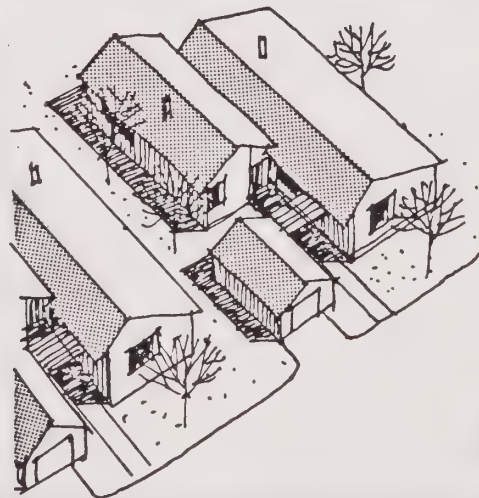
SFS



MF2



MF3+



MH

**Figure III-5
HOUSING TYPES**

PUBLIC FACILITIES

The rampant growth that led voters in Alta Loma, Cucamonga, and Etiwanda to incorporate in 1977 left many serious problems for the new community. Among these problems was the need to provide public facilities that had lagged behind when the population onslaught began. The purpose of this element is to restore some balance between the City's 52,000 plus residents and its community services, especially recreational facilities and schools.

PARKS AND RECREATION

The provision of public parks and recreational facilities was identified as one of the most important agendas for the City by the citizen who participated in developing the General Plan. Quantifying the need for such facilities is a difficult task because it depends on many factors. The recommended park and recreation standards established by the National Recreation and Parks Association (NRPA) are useful indicators by which the recreational needs of a community can be determined based on national standards, and by the same token measure deficiencies towards meeting those needs.

Currently the City of Rancho Cucamonga has 60 acres of parkland, 20 acres of which have been developed. Application of the NRPA recommended standards of 5 acres per 1,000 population to the current population of about 53,000 residents, indicates the City has a deficiency of 205 acres. Put another way, to meet the recommended national park standards for the present population, the City must quadruple its current inventory of local recreational facilities.

In addition, a central city park of approximately 100 acres is required to serve the needs of City residents, but none presently exists. National standards indicate that the 53,000 residents of Rancho Cucamonga could support a regional park of 1,000 acres. While this demand is in part satisfied by the three county regional parks located within an hours driving time of the City, an additional regional park located in close proximity to the City is needed. Regardless of the appropriateness of the national standards for Rancho Cucamonga, the City is far from meeting the needs of its residents.

Another way of assessing recreational needs is to consider the number of active recreational facilities that can be supported by the population. Such facilities include, for example, baseball/softball fields, tennis and basketball courts, and swimming pools.

The City by itself is deficient in its provision of these facilities. A partially mitigating factor in this present deficiency is the availability of school facilities for community recreational use. These facilities, totaling approximately 100 combined acres are limited, however, in recreational opportunities, and activity is primarily confined to open field sports.

TABLE III-9

INVENTORY OF SELECTED OUTDOOR
RECREATIONAL FACILITIES

<u>Facility</u>	<u>Standard</u>	<u>Number of Facilities</u> <u>Needed</u>	<u>Avail-</u>	
			<u>able*</u>	<u>Deficient</u>
Baseball	1 per 12,000	4	2	2
Softball	1 per 3,000	17	39**	--
Tennis	1 per 4,000	13	15	--
Basket-				
ball	1 per 2,000	26	52	--
Swim-				
ming	1 per 25,000	2	2	--
Community				
Center	1 per 25,000	2	2	--

* Includes those facilities on school sites. The public accessibility to these facilities is contingent upon agreements between the City and the school districts. Although it would appear that the City is not deficient when school facilities are included in the inventory, school use of these facilities is given higher priority, and the actual amount of time available for general public use is limited.

** These are improvised fields set of school playgrounds. These are no formal, dedicated softball diamonds in the City.

While national standards are useful as general indicators of park and recreational needs, the citizens of Rancho Cucamonga must establish appropriate standards for meeting their own specific recreational needs. The challenge of providing desirable

levels of parkland is further compounded by the population growth forecast for the City. A projected population of 148,000 represents a tripling of the current population, requiring the provision of many more acres of parkland beyond those discussed in the preceding paragraphs. In addressing the task of providing park and recreational facilities to residents of Rancho Cucamonga, it is necessary to recognize that two separate tasks exist for the City. The first task, and the more difficult one, is bringing the existing developed portions of the City up to standard. The second task is making parkland provision for the area subject to future development.

The spatial distribution of parks and recreational facilities must strike a balance between the need for accessibility, which is favored by a dispersed pattern, and ever increasing maintenance costs, which tend to increase with the number of parks. At the same time, association of the City park facilities with school district facilities is another issue which must be addressed. Finally, the recreational needs of the various segments of the City's population must be recognized.

OBJECTIVES

The objectives enumerated below and the subsequent policies shall guide the City's policies and decisions in providing parks and recreational facilities for its residents.

- o Provide park and recreational facilities at a level which reflects the high priority assigned to these facilities by City residents.
- o Design park and recreational facilities to serve the recreational and social interaction needs of City residents of all ages, economic situations, and physical conditions.
- o Site parks and recreational facilities within the City in a manner that fosters orderly development.

- o Maximize opportunities for the joint use of public facilities such as schools, flood control, and areas under the jurisdiction of other public agencies.

POLICIES

The City shall aggressively employ a multi-faceted approach in financing the acquisition, development and maintenance of City parklands. That approach shall include, but not be limited to, exploration and application when appropriate, financing parkland improvements through the City's general fund, state and federal grants in aid, development fees, gifts and donations, benefit assessment districts and the creation and implementation of Parklands Joint Powers Authority.

- o The City shall actively support the development of the proposed Chaffey Regional Park. This proposed park, shown in Figure III-6, is being considered by the Regional Parks Advisory Commission and the County Regional Parks Department. It would occupy several hundred acres of the County Flood Control District's Deer and Day Creek spreading ground and would be limited to riding and hiking trails and overnight campsites not accessible by automobile.

- o The City shall develop a City park within the area shown on Figure III-6.

- The City park will primarily serve as a major facility for active recreation by City residents. The park may include facilities such as playfields, playgrounds, tennis courts, swimming pools,

and outdoor assembly or performing arts area. It could provide the location of citywide community activities and athletic events. Given this function and its general location, the park will be a major focal point of the City. Its image at the center of the City and its role in defining an identity for the City may be strengthened by integrating the park

with the civic center, which could be located in the general vicinity. The intersection of Haven and Foothill will be the location of commercial, business, and offices uses serving Rancho Cucamonga. The park should be accessible from these surrounding uses and should also include passive recreational facilities such as picnic tables, benches, and landscaping for use by shoppers and persons working near the park.

- o Within residential areas developed prior to the date of this Plan, the City shall provide new parks and upgrade existing parks to achieve an overall ratio of community/neighborhood parks of 5 acres per 1,000 population. In residential areas developed subsequent to the date of this Plan, the City shall require developer dedication of park space or in-lieu fees to achieve the same overall ratio as applies in existing residential areas.
- o The City should develop a three-tier system of parks devoted to meeting the recreational needs of its residents.


This three-tier system of park organization shall include community, neighborhood, and mini-parks.

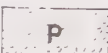
- The terms community and neighborhood mini-parks shall include any area of land dedicated to the public and improved for recreational use. These terms shall include parks which provide improved recreational areas oriented along a linear axis provided by a trail, the edge of a natural feature, or a roadway, provided that the park area is at least 80 feet in width and in the case of a park along a roadway, is set back at least 10 feet from the edge of the paved surface. These terms include improved recreational areas of less than 80 feet in width which are oriented along a pedestrian, equestrian, or bicycle trail, except that credit for these areas in satisfying the above standard shall be awarded according to the schedule shown below.

FIGURE III-6 PARKS AND RECREATION PLAN MAP


(1 of 2)

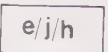
PARKS


 **PROPOSED PARKS**


 **EXISTING PARKS**

SCHOOLS *

 **EXISTING SCHOOLS**

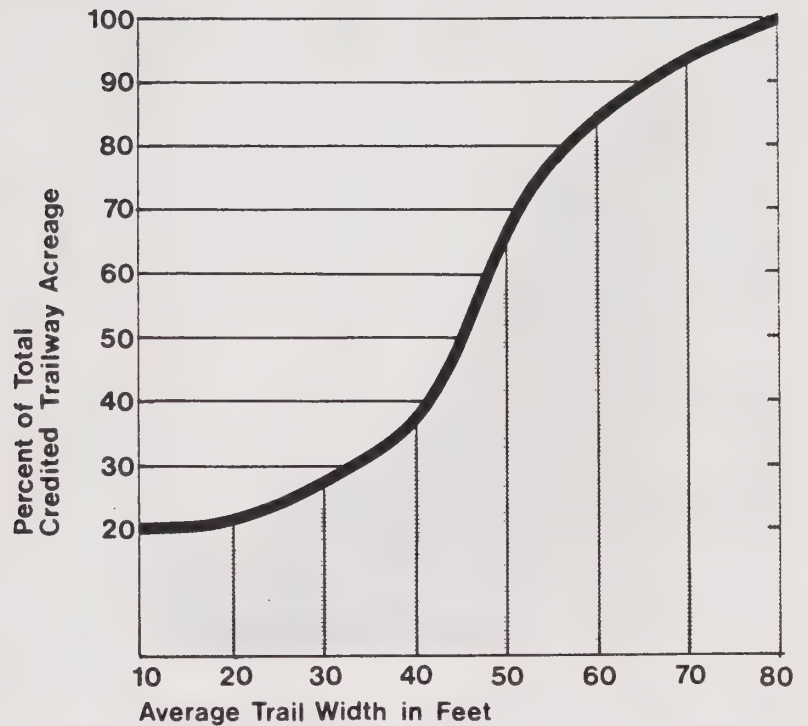
 **PROPOSED SCHOOLS**

 **CIVIC/COMMUNITY CENTER**

 **PROPOSED RECREATION AREA**

CITY OF RANCHO CUCAMONGA GENERAL PLAN





In order for trailway acreage (average trail width times trail length) to be credited towards park standards, the trail must provide at least one mode of travel, either pedestrian, bicycle, or equestrian. For trails 20 feet or more in width, the percent credit may be doubled or tripled by providing for two or three modes of travel, respectively. For example, a trail 40 feet wide providing all three modes would receive 100 percent credit.

- Park lands acquired by the City, either through acquisition or developer dedication, shall be allocated between community, neighborhood and mini parks.

Community Parks. The following general standards should be used for the development of community parks.

- In areas of residential development, community parks should be located to serve a population of within a 3 mile radius.

- Access should be provided by modes of transportation in addition to the automobile.
- Community parks shall be 20-100 acres in size.
- When possible, such parks should be considered for location adjacent to elementary school sites.
- Landscaping in multi-neighborhood parks should be drought resistant.
- Community parks may include competition size swimming pools, tennis courts, play fields for activities such as baseball, softball, football, and soccer, and racquetball and volleyball courts, picnic areas, and a community recreational center providing multi-purpose assembly rooms. The type and number of facilities located in a community park shall be subject to the review and approval of the Community Services Director.
- In community parks provided through developer dedication, all improvements and facilities with the exception of community recreational centers, shall be constructed by the developer, or when a fee is paid in lieu of dedication, the fee shall be adequate to cover the cost of these facilities and improvements.

Neighborhood Parks. The following general standards should be used for the development of neighborhood parks.

- Neighborhood parks should be located to serve a population of within a 1 mile radius.
- Neighborhood parks shall be 5-20 acres in size.
- Access to neighborhood parks should emphasize modes of transportation other than automobile.

- The service area of a neighborhood park should not be divided by natural or artificial barriers such as thoroughfares, railroads, freeways, and water courses.
- Improvements and facilities other than those of a specialized recreational nature, i.e., recreational buildings, shall be made and constructed by the developer, or when a fee is paid in-lieu of dedication, the fee should be sufficient to meet and provide the specified requirements.
- Lands included within a neighborhood park shall not include slopes in excess of 10 percent; provided, however, that lands with slopes in excess of 10 percent may be included within a neighborhood park if prior to dedication, a determination is made by the Community Services Director that such lands would serve a recreational purpose.
- The entire area of a neighborhood park should be improved and landscaped for recreational use with drought tolerant landscaping to the maximum extent consistent with this use.
- When possible, neighborhood parks should be considered for location adjacent to elementary schools.
- A neighborhood park may include such facilities as tot lots, tennis courts, playfields, for activities such as baseball/softball; football and soccer and basketball and volleyball courts. When a neighborhood park serves primarily senior citizens, a community center may be substituted for these facilities. The type and number of facilities located in a neighborhood park shall be subject to the review and approval of the Community Services Director.

Mini-Park. The Mini Park shall be employed by the City in instances where it is determined the best interest of the immediate surrounding development will be served.

RIDING, HIKING, BICYCLING TRAILS

Opportunities exist within Rancho Cucamonga for the provision of trails for transportation and recreation usage. Horseback riding, hiking, jogging, running, walking and bicycling can all be accommodated in some way within Rancho Cucamonga.

One of the secondary benefits of the many flood control channels lacing through the City is the availability of right-of-way for trail purpose. These rights-of-way were once part of the San Bernardino County Recreational Plan, providing for multi-purpose usage; i.e. bicycles, hiking, and equestrian.

In northern Alta Loma residential development has provided for equestrian use. However, there were no consistent design standards employed resulting in inadequate trail systems, and a fragmented collection of easements within various tract developments; the majority of which lack standard trail widths, uniform design, and development. Many trails empty into the street or dead-end at walls, fences, ravines, or flood control channels.

The Trails Plan deals with two areas; the resolution of existing trail problem areas within developed residential areas; and, a consistent policy for a trail system for new development where appropriate.

Trail Concept

The objective of the trail system is to delineate an overall network of interconnecting trails which are integrated with recreation areas, parks, open spaces, residential and commercial and industrial areas. The overall trail concept is based upon three components:

- Regional Multi-purpose trails
- Community trails
- Local Feeder trails

The Regional Multi-purpose Trails are the backbone of the system. They are reserved, extended long distance corridors, and serve as the main connectors to the

EQUESTRIAN/RURAL AREA
SIGNATION

Local Feeder trails, not identified on the map, are contained within subdivisions and enable the user access from their residential lot to the Community or Regional Multi-purpose Trail, residential neighborhoods, schools, and parks. Emphasis should be placed on establishing appropriate Local Feeder Trails at the time of subdivision approval or development review.

The objective below and subsequent policies in conjunction with those expressed in the circulation sub-element, shall be used to develop the Trail System.

- Have safe access and travel to neighborhood, city, regional parks; recreational facilities, scenic areas, residential, commercial and industrial areas;
- are aesthetically pleasing and create a "country and rural atmosphere" by integrating natural areas and urban

areas with well planned linear open spaces.

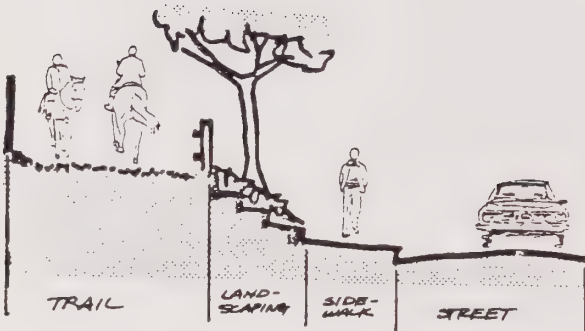
POLICIES

o That the area as shown in the Equestrian/Rural designated area provide for:

- The keeping and protection of animals on private property, including equine, bovine, cleft-hoofed animals, and poultry.

- Require that all development within the area relate to existing and future areas occupied by equine, bovine, cleft-hoofed animals and poultry by providing trail connections through easements in order to connect disconnected trails and for needed access to recreation activities.

- That all trail easement shall be maintained through an active program of weed abatement in a neat and orderly manner on all developments.



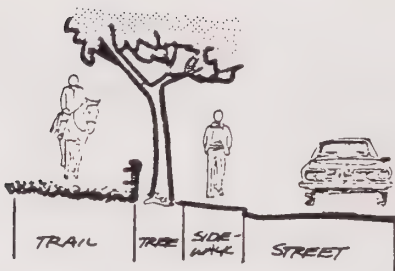
o The City should promote programs for improving existing trails such as removing existing barriers on trail systems to make the trails safer, more functional, and accessible to adjacent trails.

o The City shall establish a master trail system which provides for:

- Regional Multi-Purpose Trails which connect to regional recreation areas, residential, commercial and industrial areas.

- Community Trails which connect residential areas, local activity centers, and the regional shopping center and the Regional Multi-Purpose Trail system.

- Local Feeder Trails which connect individual residential lots to the Community and Regional Trail System.



o The City shall facilitate the development of a Regional Multi-Purpose Trail System as shown on Figure III-7. All segments of the regional Multi-Purpose trail system, shall be available for use as equestrian, pedestrian and bike trails where feasible.

Figure III-7 MASTER PLAN OF TRAILS

TRAIL SYSTEM

- EXISTING COMMUNITY
- PROPOSED COMMUNITY
- REGIONAL MULTI-SYSTEM

PARKS

- PROPOSED PARKS
- P EXISTING PARKS

SCHOOLS*

- E/J/H EXISTING SCHOOLS
- e/j/h PROPOSED SCHOOLS

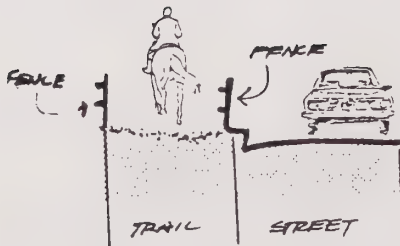
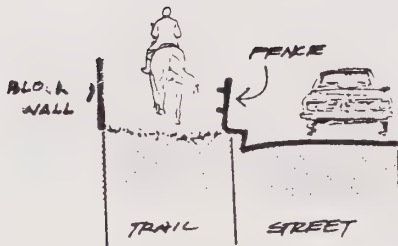
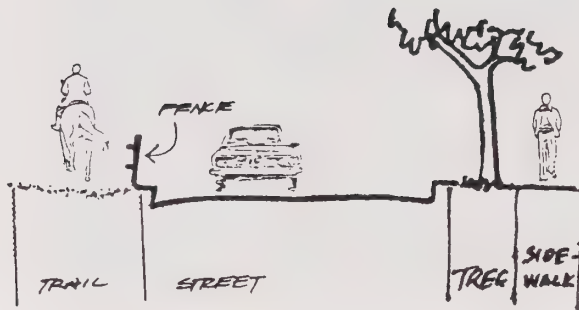
*PROPOSED SCHOOL SITE LOCATIONS ARE TENTATIVE,
BASED UPON INFORMATION PROVIDED BY EACH SCHOOL DISTRICT.

- ▲ CIVIC/COMMUNITY CENTER
- PROPOSED RECREATION AREA
- EQUESTRIAN/RURAL AREA



CITY OF RANCHO CUCAMONGA
GENERAL PLAN





- o The City shall establish an agreement with San Bernardino County for the use and maintenance of the Flood Control Rights-of-Way for the Trails.
- o The City shall establish an agreement with public and private utilities for the use and maintenance of utility corridors and Rights-of-Way for trail purposes.
- o All new development shall be developed in accordance with the Master Plan of Trails and adopted City Design Standards.
- o Trails shall be maintained on natural surfaces and located along natural, physical features where ever possible.
- o The City shall establish a liason committee including members from the local riding club, the Planning Commission, the City Council, the City Staff and other memebers at large to review all reidential projects in the City for trail usage.
- o Any new development should consider prior existing bicycling, pedestrian and equestrian access and traditional travel routes through the property.
- o Non-residential development should consider use of amenities, for equestrian, pedestrian and bicycling activities such as hitching posts, benches, rest areas, drinking fountains and bike stands.
- o Whenever possible, along Community Trails, street trees and landscaping should be included into the design adjoining the trails. The pallet of trees should conform to street tree standards but be low maintenance and drought tolerant.
- o The City shall consider a program for the maintenance, and where necessary, construction and rehabilitation, of Community Trails.
- o Whenever possible and feasible, the City shall require that all residential lots in the equestrian rural area have Local Feeder Trails on the rear of the lot.

CIVIC CENTER

Rancho Cucamonga currently rents office space in a business office complex located near the intersection of Base Line Road and Archiblad Avenue. This facility adequately meets current needs, but the planned growth of the community will soon change this situation. The construction of a civic center to meet the future needs of the City presents an outstanding opportunity to develop a facility which can make a major statement about the image and identity of Rancho Cucamonga.

OBJECTIVE

The objective below and the subsequent policies are intended to ensure that the City's civic center will provide a diverse environment and be strongly related to its surroundings.

- o Promote planning for a civic center, with respect to its location, design, and relationship to its surroundings, that shall symbolize the unique identity of the City as perceived by its residents.

POLICIES

- o The center should be developed as a concentration and a mix of land uses which in turn will attract other specialized uses, will support a higher level of transit, and will provide a diverse and interesting environment.
- o The civic center should be centrally located with respect to the existing and future residential areas of the City.
- o The civic center should be located near the intersection of two major roadways (secondary or arterial) and shall be accessible by transit, bicycles, and walking.

Guidelines

- o The civic center should have a strong relationship to park facilities and the City's open space network.
- o The design and planning of the civic center should explore opportunities for combining this facility with other county, school, and special district facilities.
- o The design and planning of the civic center should explore opportunities for locating this facility in a manner which integrates it with cultural, professional office, retail, and compatible commercial uses.
- o The design and site planning of the civic center should use passive space heating and cooling and active service water heating technologies. These technologies shall be incorporated into the design in a manner which allows them to be used for public education and demonstration purposes.
- o The civic center should be designed using appropriate native plant materials; non-native plant materials which have been historically associated with the City such as eucalyptus and citrus trees and vineyards; and native geologic specimens such as alluvial rocks to strengthen its identification with its environment.

SCHOOLS

The phenomenal residential growth which occurred in Rancho Cucamonga during the past few years greatly overwhelmed the capacities of local school district facilities.

Double sessions and crowded classrooms became and continue to be commonplace. In response, the City adopted legislation which effectively ties new residential development to the availability of school facilities.

The ability of school districts to finance the construction and operation of new facilities has, however, been severely constrained by

Proposition 13. Imposing school impact fees on new development will only partially solve the problem. Therefore, if the City is to meet the housing needs which will be generated by planned commercial and industrial growth, the fiscal constraint preventing school districts from constructing new facilities must be resolved.

The projected school needs of the City are based on the projected number of housing units and the estimates of the number of students per household. At buildout, 27 elementary, 7 junior high, and 3 high schools would be required to accommodate the student population of the City (see Table III-10). General locations for these proposed facilities are indicated on Figure III-6.

OBJECTIVES

The objectives enumerated below and the subsequent policies ensure that the City offers a rewarding educational experience to its residents.

- o Manage development to allow the timely provision of educational facilities necessary to serve that development.
- o Work toward close cooperation with the school districts for a learning environment that is capable of meeting the educational and recreational needs of the City's school-aged population and that encourages a diversity of experiences.
- o Set aside sufficient natural and historic areas for purposes of teaching environmental and historic values, and equipment and facilities to support these programs.

POLICIES

The tentative school site locations are provided as an indication of the general proximity for future school locations, based upon the needs of the surrounding areas. The

TABLE III-10
SCHOOL DEMAND

<u>School District</u> <u>Grade</u>	<u>No. of Units</u>		<u>Projected Enrollment</u>			<u>Projected School Demand</u>
	<u>SFDU</u>	<u>MFDU</u>	<u>SFDU</u>	<u>MFDU</u>	<u>TOTAL</u>	
ALTA LOMA						
K-6	17,160	10,138	6,350	125	6,475	10
7-8			2,231	20	2,251	2
CENTRAL						
K-6	8,354	4,605	3,091	553	3,644	6
7-8			1,086	92	1,178	1
CUCAMONGA						
K-3	4,155	1,160	914	72	986	2
4-6			727	56	783	2
7-8			478	36	514	1
ETIWANDA						
K-4	11,178	4,953	3,107	386	3,493	7
5-8			2,482	307	2,789	3
CHAFFEY H.S.						
9-12	40,857	11,756	6,946	1,180	8,826	3

sites shown as proposed are not now own by the respective school districts nor is the location site specific. The depiction of a school site is an indication of a projected future need that may be adjusted over time as the City and school districts develop.

- o The City shall work closely with local school districts to develop solutions to the fiscal constraints imposed on facilities constructed by Proposition 13. Opportunities which shall be explored include the Emergency School Classroom Law of 1979 (AB8).
- o The City shall support the adoption of state legislation allowing the construction of school facilities through special assessment districts.
- o The City shall explore means by which development that indirectly creates the need for more schools (e.g., development which creates substantial job opportunities in turn creates the demand for local housing which in turn creates the need for schools) shall contribute to meeting these needs.
- o The City, through the Community Services Department, shall continue the policy of joint use of school facilities for community recreational purposes.
- o The City, in conjunction with local school districts, shall develop on-going programs designed to educate students concerning the purpose, operation, and services of City government.
- o Parks and recreational facilities developed by the City shall be made available to local school districts for educational purposes. Special attention shall be given to providing opportunities for environmental education and historic study which enhances the student's sense of identity with an appreciation of the natural resources and historic tradition of Rancho Cucamonga.

Liquid and Solid Waste Facilities

Under provisions of the Regional Sewage Contract (1972) the Chino Basin Municipal Water District (CBMWD) treats the collected sewage flows from all Cities on the west end including Rancho Cucamonga. This City is served by Regional Plant Number 1 located in Ontario. The District has completed an expansion of the facilities to 26 million gallons per day (MGD) and is planning an additional on-site expansion to 37.5 MGD by 1984. Any future sewer plant expansions into Rancho Cucamonga should be located in the Heavy Industrial Land Use classification within the southeast portion of the City.

Collection and disposal of solid waste is provided by privately owned companies. Solid waste is transported out of Rancho Cucamonga to a County owned and operated disposal site on Milliken Avenue south of the City. This site is a Class III facility operated by San Bernardino County Solid Waste Management District. The site is currently 106 acres and is being expanded an additional 95 acres to extend its life expectancy to the year 1995.

IMPLEMENTATION

Parks and Recreation

In order to attain the parkland requirements called for by this Plan the City shall adopt appropriate legislation requiring dedication of land, payment of in-lieu fees, or a combination thereof, as a condition of subdivision approval. The City shall actively and aggressively pursue appropriate State and Federal grant in aid programs of benefit to the parkland acquisition and development plan. The City shall continue to actively explore varied methods of creative and innovative financing to achieve the objectives of this element. Council shall also investigate the desirability of adopting legislation requiring the reservation of real property within subdivisions for the purpose of providing neighborhood and multi-neighborhood parks at the specific locations shown in Figure III-5, Parks and Recreation Plan.

Trails

The need to enhance the regional system shall be encouraged by the City council through adoption of a resolution supporting the creation of Chaffey Regional Park and forward same to cognizant parties.

A key element of the overall open space/recreational network is the linkage between recreational facilities. The primary means of achieving this linkage is through an integrated citywide trail system. The means to implementing this system are two-fold. First, the City shall exercise its authority under Section 66474 of the Government Code to ensure that proposed subdivision maps are consistent with the multi-use trails system shown in Figure III-5. Trails provided by subdivisions may be used to satisfy park and recreation facility dedication requirements in accordance with the sliding scale shown earlier. Secondly, where the City does not have jurisdiction, it must work closely with the County's Regional Park Department, San Bernardino County Flood Control District and the U.S. Army Corps of Engineers, especially to maximize trail development along flood control channels and through flood control lands. Unless maintenance responsibility is assumed by some other public agency or special district, the City shall assume maintenance responsibility for the multi-use trail system.

Horseback riding is a special recreational opportunity that should be fostered. The City can develop a special equestrian overlay zone for use within the area of the City north of Banyan Street and west of Day Creek. This zone can require subdivisions within this area to provide community and feeder equestrian trails. The City may establish a special assessment district for the special equestrian overlay zone. This district can be responsible for receiving all dedications of easements for community trails provided by new subdivisions, negotiating for the dedication or purchase of title to equestrian easements which serve existing subdivisions, and maintaining all community equestrian trails.

Other Public Facilities

Possible locations for other public facilities such as the civic center, schools, fire stations, and libraries can be reserved by local ordinance in accordance with Government Code Section 66479. A requirement for reservation of real property for the public uses indicated can be imposed if such requirement is based upon an adopted public facilities element, and the reserved area is of such size and shape as to permit the balance of the property to develop in an orderly and efficient manner. For a civic center site, all large scale development proposals shall be reviewed by the Community Development Department to assess whether they contain sites satisfying all or some of the policies listed above. Sites with high potential shall be referred to the City Council for action.

In order to finance the above facilities, the City shall investigate the possibility of bringing a general obligation bond issue before the electorate and creating special assessment districts. The City shall also investigate all available grant funding sources. Possible grants for purposes of providing these facilities are discussed in Chapter VI.

COMMUNITY DESIGN

Community design is an elusive yet all-encompassing concern that can be thought of as the quality of experience associated with the City's physical/spatial and visual setting. Community design is the expression of community goals in their physical form. The resources and components of community design include the natural environment (landform, creeks and channels, vegetation) and built environment (structures, open space, travel routes, districts and neighborhoods, landmarks and focal points, and views and scenic corridors). All of these contribute to the overall image, appearance and function of the community.

OVERALL DESIGN GOALS

The primary goal of community design is that "the natural and man-made environment of Rancho Cucamonga shall be designed and coordinated to establish the identity of the City as a single entity, while also preserving the individual significance of the older villages; to improve the image and appearance, and to promote the functional efficiency of the City".

The Community Design Element addresses the interrelationship of built form, the natural environment, and people. Several overall design goals guide the formation of design objectives and policies: imageability; legibility and orientation; liveability, especially the relationship of built form to scale of the individual person; and adaptability to change. These overall goals are implemented at several scales: citywide, district and neighborhood, and site and building.

The purpose of community design at the citywide scale is to establish a physical framework that achieves the overall design goals. At the district and neighborhood scales, design objectives specific to the needs of each area must be developed. However, there are some general objectives and policies that apply to all districts and neighborhoods. As at the citywide scale, the role of design is to create a framework that makes the district or neighborhood an identifiable, understandable, liveable and unique entity. At the building and site scale, design focuses on liveability, human scale and adaptability to change.

Imageability and Identity

The image of Rancho Cucamonga is defined largely by its physical and historic context. The City has evolved from three small rural communities, Alta Loma, Cucamonga, and Etiwanda; and this agricultural heritage is important to its identity. Vineyards and wineries provide visual ties to that heritage. As the City becomes increasingly urban, any recollection of that historic image could easily be lost. While it is not feasible to preserve the area's former rural function, it is possible to retain associative ties with the past.

Contemporary development typically does not relate to its physical context, often ignoring topography, natural vegetation and watersheds. However, development can respond with sensitivity to the environment so that the significance of the physical context is acknowledged both within and outside of the boundaries of the City. To strengthen the image and identity of the City, future development and public improvements should:

- o preserve and develop elements of the City's built form which provide a sense of its origins and history,
- o develop elements of built form and landscape in a manner that is harmonious with and that respects the physical context, and
- o integrate elements of the physical context into the City visually; in particular, provide an open space network that relates to the natural context.

Perception and Orientation

Suburban development typically appears as a monotonous expanse of undifferentiated structures. It is difficult to distinguish among different land uses as well as neighborhoods and districts. However, in Rancho Cucamonga the mountains provide a powerful point of reference and can be used, along with other natural and built elements, to orient people within the City.

To provide perception and orientation, future development and public improvements should:

- o use the physical form of development, roadways and open spaces to express community character;
- o protect views of the mountains and valleys to enhance their role as a reference point; and
- o retain and reinforce existing distinctions among districts and neighborhoods and design such distinctions into districts and neighborhoods.

Social Interaction and Diversity Among Residents

In a small community, residents know one another and share common values, resulting in a high level of social interaction. As a community grows, social interaction among residents, especially among neighbors, declines. On the other hand, an increase in population usually results in a greater diversity among residents, creating the opportunity for more stimulating and rewarding interactions. It is possible to enjoy the benefits of both the small and larger community by consciously designing the City to facilitate both diversity and interaction. To achieve these goals, future development and public improvements should:

- o provide or retain a hierarchy of social gathering places extending from the neighborhood to the citywide scale,
- o provide diverse residential environments,
- o maintain and provide accessible public facilities and community-oriented service and commercial centers, and
- o provide a diversity of housing types and opportunities.

An Attractive, Liveable and Stimulating Environment

Ironically, when development occurs rapidly it often loses its sensitivity to the way that residents will be affected by it, both physically and psychologically. New development can be designed in a manner that is responsive to the needs of its residents.

To achieve that goal, future development and public improvements should:

- o meet high aesthetic and functional standards and complement the physical and social character of the communities they serve,
- o avoid development patterns and transportation programs which increase traffic in residential areas and non-residential areas where a pedestrian orientation is desirable,
- o provide street spaces which are both functional and attractive,

- o reduce visual eyesores including those resulting from inadequate public and private maintenance, and
- o provide opportunities for maximum individual and family privacy.

Human Scale

Contemporary development is typically designed for people in automobiles. However, there are other ways that people relate to the City: as pedestrians, bicyclists or equestrians. The City can be designed to relate to the individual in all of these roles. In addition, the scale of new development often conflicts with the scale of existing development, creating an inharmonious and disquieting environment for residents.

To provide for human scale in the design of the City, future development and public improvements should:

- o relate to users at a pedestrian as well as automobile scale,
- o occur at scales compatible with the existing scale of established neighborhoods, and
- o occur at scales sensitive to adjacent areas.

COMMUNITY DESIGN ELEMENTS

The overall design goals are implemented by manipulating the relationship among form-giving elements. The objectives, specific policies and design guidelines identified in this element to implement the overall design goals are classified in terms of eight predominant form-giving elements present in Rancho Cucamonga.

The major form-giving elements and their primary roles in the design of the City are:

- o The natural environment, including open space, natural landforms, creeks and channels, and natural vegetation, as it defines the character of the City;

- o travel routes as organizers of the City's overall form;
- o landscaping as a functional, aesthetic and unifying element especially along major roadways;
- o the aggregation of roadways and buildings into districts and neighborhoods and the communities of Alta Loma, Cucamonga, and Etiwanda to reflect the social and functional structure of the City;
- o landmarks and focal points as they provide historic identity and points of reference;
- o views and visual corridors as links with the natural environment;
- o the pattern and scale of built form as a means of providing visual diversity, choice of lifestyle and social interaction; and
- o individual structures as they relate to one another and to their users.

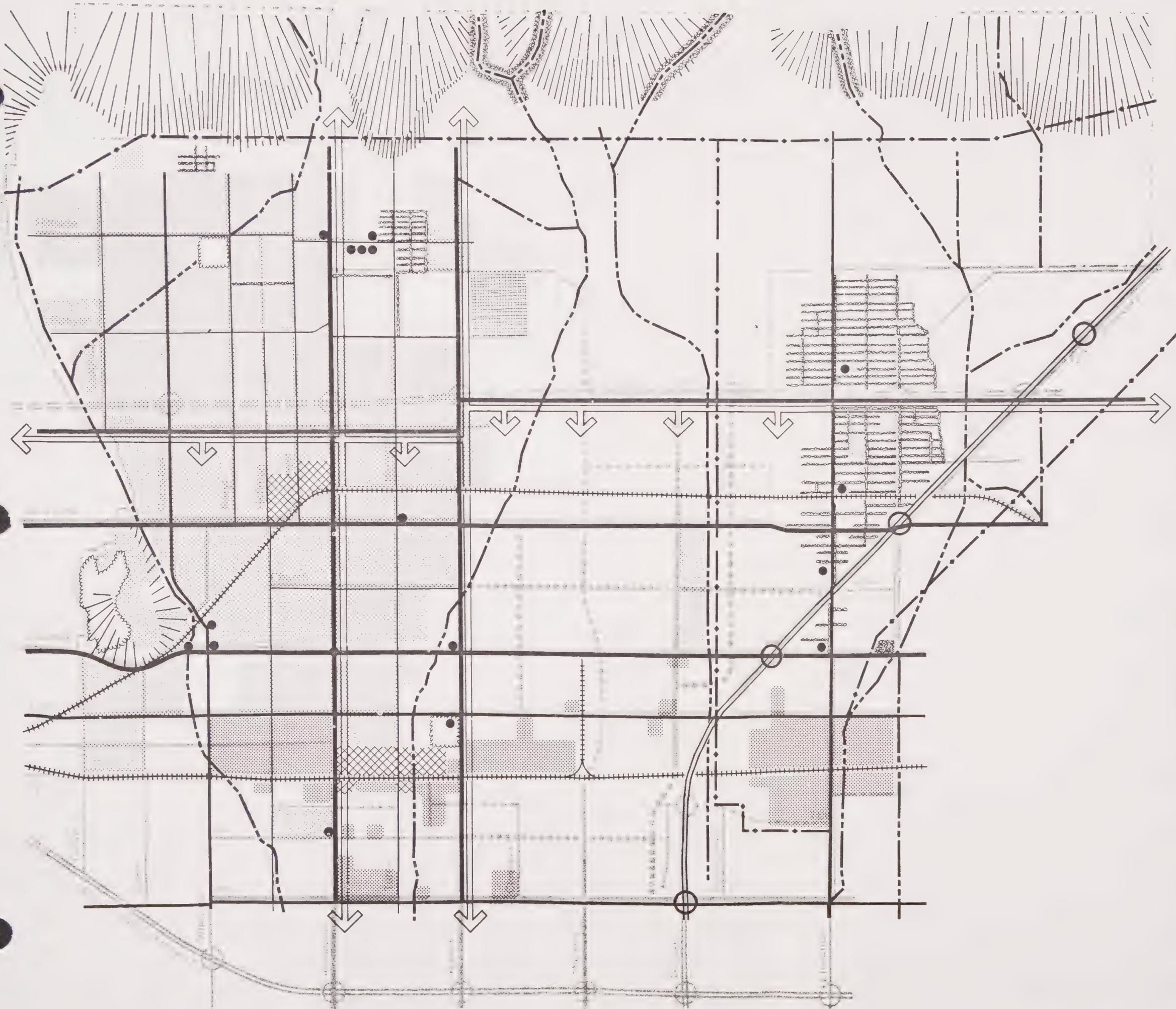
The major community design elements are identified in Figure III-8.

















OPEN SPACE

Much of the scenic value of Rancho Cucamonga today lies in its vast open space and agricultural lands and its unique natural features. Recent estimates indicate that only 40% of the City has been developed. The entire area east of Haven Avenue remains unurbanized except for several industrial sites south of Foothill Boulevard. Up until the mid 1970's, the region was devoted to citrus fruits and grape production. To a large extent, substantial acreage is still devoted to agricultural use; however, rapid urban development, particularly in Alta Loma, has replaced the agricultural use. The entire area east of Haven Avenue and south of Foothill Boulevard (approximately 6 square miles), currently devoted to vineyards, is slated for industrial development. The area immediately to the north, also

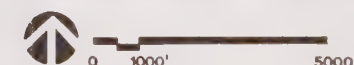
FIGURE III-8 COMMUNITY DESIGN RESOURCES

**Figure III-8
COMMUNITY
DESIGN
RESOURCES**



-  LAND FORM
-  CREEKS AND CHANNELS
-  SPECIAL VEGETATION/
WINDROWS
-  RESIDENTIAL DISTRICTS
-  INDUSTRIAL DISTRICTS
-  OLDER NEIGHBORHOODS
-  CHAFFEY COLLEGE
-  MAJOR PARKS
AND RECREATION
-  FREEWAY AND
INTERCHANGES
-  MAJOR ARTERIALS
-  SECONDARY ARTERIALS
-  COLLECTORS
-  TRANSMISSION CORRIDORS
-  LANDMARKS
AND FOCAL POINTS
-  SCENIC CORRIDORS
-  RAILROADS

**CITY OF RANCHO CUCAMONGA
GENERAL PLAN**



currently occupied by vineyards, is being looked upon as prime land for planned residential communities including a regional shopping center. These proposed developments will, in effect, eliminate the open space quality associated with agricultural uses in this area.

OBJECTIVE

The objective below and the subsequent policies shall guide the City's decision on development in and along open spaces.

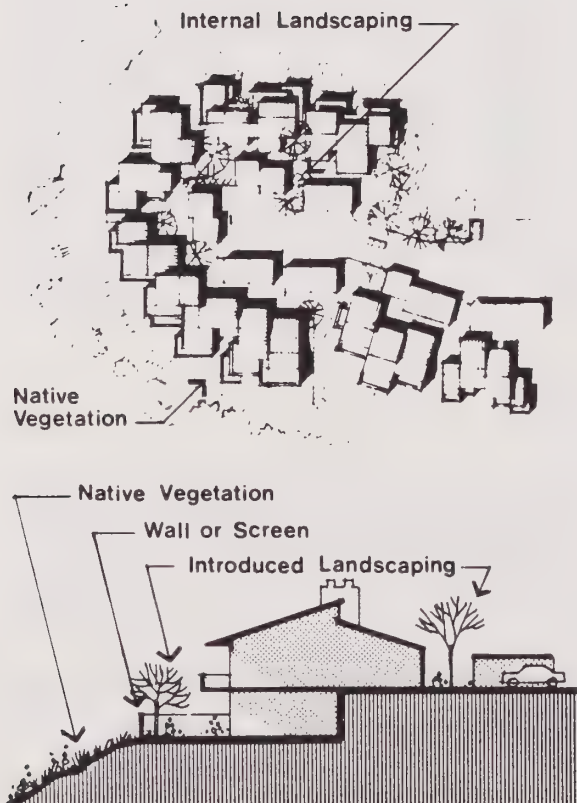
- o Use the relationship between built form and open space to strengthen the image and identity of the City.

POLICIES

- o A clearly defined edge between built and natural environments should be maintained along the City's northern boundary to provide a sharp visual distinction while maximizing visual contact with the natural environment and to enhance the break between alluvial plain and foothills
- o The contrast between built form and the open space network that corresponds to creeks and channels and utility corridors should be emphasized.
- o A distinct break between natural and introduced plant materials should be established in the foothills and other open space areas in one of two ways:

- Locate landscaped areas (e.g., lawns, trees, patios, and gardens) in the interiors of housing clusters, with buildings separating introduced landscape materials from native vegetation and providing a sharp boundary between developed and open lands; or

- locate landscaped areas on the outer perimeter of housing clusters, separated



from native vegetation by three to five foot high walls which act as physical and visual barriers. Both methods leave individual residents free to landscape their yard space in any manner they wish.

- o Etiwanda's low density and rural character should be preserved.
- o Development along the open space network should be set back a sufficient distance to emphasize the open space quality.
- o Plan materials between housing units and an open space corridor should be compatible with those in the corridor.

LANDFORMS

The City sits on a gently sloping alluvial plain at the base of the San Gabriel Mountains. As the City's most prominent natural feature, the mountains run east-west and form an impressive boundary to the north. From the base of the mountains, in the foothills, long, open vistas to the south provide spectacular views of the City and of the Santa Ana watershed. These natural amenities, however, are often obscured by poor air quality. Another feature in the landform is Red Hill. Approximately 1470 feet (above mean sea level), Red Hill occupies a portion of the City's western boundary directly north of Foothill Boulevard.

OBJECTIVE

The objective below and the subsequent policies, in conjunction with those described in "Land Resources," shall guide the City's decisions on development in the significant landforms.

- o Protect and enhance landforms of citywide significance.

POLICIES

- o All development and redevelopment in the City should respect the topography of the area and minimize physical and visual alteration of the landform, particularly in the foothills north of Hillside Avenue, in accordance with the guidelines below and those contained in "Land Resources," Chapter IV.

Guidelines

- o To minimize the potential for flooding and sediment transfer, grading and amount of impermeable surface area should be kept at the lowest level feasible.

CREEKS AND CHANNELS

A number of flood channels traverse Rancho Cucamonga from north (the mountains) to south, including Cucamonga, Demens, Deer Creek, Day Creek, Etiwanda, and Hawker/Crawford. As continuous, citywide features, these channels not only carry flood water but could function as recreational and open space resources that connect various parts of the community.

OBJECTIVE

The objective below and the subsequent policies, in conjunction with those expressed in "Water Resources", are intended to protect the City's water resources.

- o Where feasible protect and enhance the character of creeks and channels.

POLICIES

- o All creeks and channels should be improved as open space and recreational amenities in addition to their primary, water-carrying function. (Refer to the Public Facilities Element and the Environ-

mental Resources Super-Element for additional policies concerning the recreational/open space network along creeks and channels.)

- o To provide a visual and experiential link with the surrounding environment, creeks and open space adjacent to channels should be landscaped to reflect the natural riparian character of the foothill canyons when feasible. Modifications for microclimatic differences between City channels and foothill canyons should be made, i.e., more heat resistant, drought tolerant species should be used along channels.

Guidelines

- o Specific elements appropriate for landscaping include:

- boulders and

- native drought-tolerant groundcovers such as:

Ceanothus griesus 'horizontalis' California Lilac and other Ceanothus species

Baccharis pilularis 'Twin Peaks' Coyote Bush

Arctostaphylos uva-ursi Bearberry and other Arctostaphylos species.

- Native drought-tolerant shrubs and small trees such as:

Heteromeles arbutifolia Toyon

Cercis occidentalis Western Redbud

Prunus ilicifolia Holly Leaf Cherry

Quercus dumosa Scrub Oak

Adenostoma fasciculatum Chamise

Eriogonum fasciculatum California Buckwheat and other Eriogonum species

Salvia melifera Black Sage and other Salvia species

Lupinus arboreus Bush Lupine and other
Lupinus species.

- Native and/or drought tolerant trees
such as:

Quercus agrifolia Coast Live Oak

Q. chrysolepis Golden Oak

Umbellulania California California Bay
(needs water)

Aesculus California

Platanus racemosa California Sycamore.

VEGETATION

The vegetation pattern unique to Rancho Cucamonga is found in the eucalyptus windrows, which once covered much of the area. There are several areas within the City where these windrows remain, primarily in Etiwanda and the area north of Wilson Avenue along Hermosa Avenue and to a lesser extent in parts of northern Alta Loma. Extending over 1,450 acres, the windrows in Etiwanda are stands of eucalyptus trees that were planted to protect crops from severe winds. They are a major scenic asset to the City as they enhance the rural atmosphere of the area and provide a visual source of identity.

OBJECTIVE

The objective below and the subsequent policies shall recognize the value of vegetation as a valuable aesthetic and historic resource.

- o Maintain and re-establish where feasible natural vegetative communities and dominant landscape elements unique to the City.

POLICIES

- o The windrows in Etiwanda (over 1400 acres) and the windrows along Hermosa Avenue north of Wilson Avenue (120 acres) should be maintained or replaced selectively with other Eucalyptus species that are less hazard-prone.

Recommended species:

- Eucalyptus robusta Swamp Mahogany
- E. Sideroxylon rosea Red Ironbark
- E. Camaldulenis Red Gum.

- o To provide a transition between urban and natural environments, landscaping in foothill developments should reflect the natural character of the area. Native and/or drought-tolerant trees, shrubs and groundcovers should be used, especially those that are fire retardent.
- o To reflect the historic dominance of the agricultural landscape, vineyards should be preserved in key locations, e.g., around historic wineries or in parks or street medians. Fruit or nut trees should be encouraged in locations where they will be cared for and will not create maintenance problems.

TRAVEL ROUTES

Travel routes, or roadways, constitute the basic structure of the community, setting the pattern for development. As Kevin Lynch noted in his The Image of the City, "for many people, these are the predominant elements in their image. People observe the City while moving through it, and along these paths the other environmental elements are arranged and related." (P.47) Travel routes include bicycle, pedestrian, and equestrian routes on and off streets as well as automobile routes. Experiences and observations vary with each transportation

mode. A person will observe very different things along a single street depending on whether he is walking, bicycling, riding on horseback, driving or riding in a vehicle. The City's design needs to take all of these experiences into consideration. Community design along pedestrian and bicycle routes and equestrian trails will become increasingly important as future reductions in energy availability necessitate their use. Similarly, the design of public transit routes will take on greater importance.

Roads

There are two major freeways in and around Rancho Cucamonga. To the south of the City boundary is Interstate Highway 10, (San Bernardino Freeway). To the east is Interstate 15 (Devore Freeway), that forms, in part, the City's eastern boundary. Aside from these freeways, several major roads define the City. East-west movement is carried along Foothill Boulevard, 19th Street/Highland, Base Line Road, and 4th Street. Traffic moving in the north-south direction moves along Vineyard Avenue/ Carnelian Street, Archibald Avenue, Haven Avenue, and Etiwanda Avenue. Following these major travel routes, the City is laid out in a gridiron pattern. While the roughly one square mile grids are further divided into smaller units in the already developed portion of the City (i.e., west of Haven), there are only a few existing collector streets in the eastern portion.

Railways

In addition to the roadways, there are two railroad lines that traverse the City from east to west. They include the Southern Pacific Electric Railroad line which has very limited use, and the Atchison, Topeka & Santa Fe Railroad line, providing freight service to the industrial area and limited passenger service. As the need for public transit grows, the passenger rail line is expected to become a valuable resource for Rancho Cucamonga.

Non-motorized Routes

Recreational bicycle, pedestrian and equestrian routes can play a major role in the efficient circulation of people. Currently, there are no hiking/biking trails and only a patchwork, discontinuous private equestrian

trail network. While recreational routes are important and can serve as part of the transportation network if designed properly, the provision of safe, functional bicycle, equestrian and pedestrian routes along roadways and of amenities to encourage their use will be essential if Rancho Cucamonga is to meet non-auto transportation needs in the future.

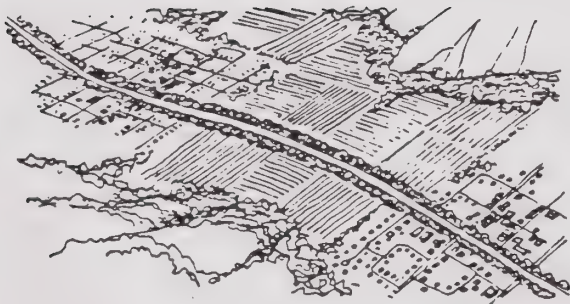
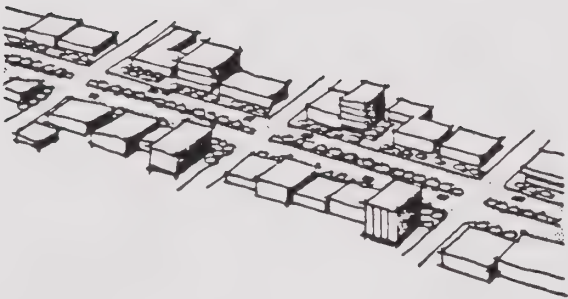
FUNCTIONS OF ROADWAYS

A significant portion of one's daily exposure to the City takes place on streets and highways. It is essential, then, that the role of roadways, beyond the accommodation of vehicular movements, be considered. Like other open spaces, roadways can be used as major means of organizing the physical environment. Consideration should therefore be given to the following roles for roadways.

Roadways can serve as focal points for communities. They become points about which facilities that provide basic goods and services are located. They are both commercial and social centers for the community.

A somewhat similar function occurs with roadways acting as a spine about which a community is organized. In both of these instances, the roadway becomes an important visual and organizing element of the community. In each case, the multiple roles of the roadway should be recognized with steps taken to ensure that public and private development is supportive of those roles. In such areas consideration of pedestrian movements, parking and access requirements, and the visual and functional relationships of the facing frontages along a roadway are critical.

In other situations, roadways act as edges that define and separate one area from another. Where such a relationship is desired, steps should be taken to retain, enhance, or promote this. Conversely, care must be taken in roadway planning and design to avoid severing areas that functionally or socially constitute a unit.



Roadways also act as functional and visual links that relate neighborhoods, special districts, the older and newer portions of the City, or communities to each other. Where this condition exists or is desired, it is essential that a consistent appearance be maintained to reinforce one's mental image or perception of the route. This can be accomplished by establishing a design theme for the entire route that maintains uniformity in the roadway's cross section, retains historic community identity and in related items such as plant materials, street lighting, paving materials, and signing.

Finally, considerations need to be given to the roadway network, since the network is perhaps the single most important factor contributing to, or detracting from, one's understanding of and orientation to the City's physical environment.

OBJECTIVES

The objectives enumerated below and the subsequent policies, in conjunction with those expressed in the Circulation Element, shall assist the City in designing an efficient and understandable road system.

- o Establish a hierarchy of roadways, based on the functional role or roles of the routes.
- o Establish appropriate design requirements to enable each route to be more readily perceived by its user.
- o Distinguish major roadway intersections that serve as the motorist's decision point and key orientation point from other segments.
- o Design a public transit network to shape the future organization and form of the City; to reduce reliance on the automobile and consequently on energy used for transportation.

POLICIES

- o Changes in the paving materials, plant materials, lighting, signing, and siting of adjacent structures should take place at intersections and transit stops to enhance their distinctiveness.
- o Primary public transit corridors should be located on major arterials.
- o Where desirable, land adjacent to the primary public transit corridor should be zoned for higher density and for more intense use than surrounding areas. In particular, land zoned for residential use within 1/4 mile of the primary corridor should be developed at an average density of at least 7 units per gross acre of development.
- o Related commercial uses should be clustered in centers along the corridor to prevent stripping.
- o Parking requirements for land uses along the corridor should be reduced, where feasible.
- o The City's roadways should be organized to improve connections to key destinations. In particular, related uses should be clustered in centers and those centers located along the transit corridor/major thoroughfares.
- o Major roadways should be designed to facilitate an understanding of the City's organization and the relationships among major destinations.
- o Setback requirements and landscape character should be used to help identify the function and support the hierarchy of streets established by the street widths designated in the Circulation Element and their relationships to each other. Street furnishing, lighting, paving, traffic controls, and directional signing should also be coordinated to further this aim.

Guidelines and Standards

- o All arterials designated for special boulevard treatment in the Circulation Plan (see Table III-11) shall observe the following requirements, unless otherwise indicated:
 - a minimum 30-foot building setback from the street right-of-way on both sides of the streets;
 - major broadleafed columnar evergreen trees on both sides of the pavement area within the right-of-way;
 - a landscaped area along the special boulevard frontage at an average minimum depth of 30 feet from the ultimate street right-of-way and in no case less than 15 feet from the ultimate street right-of-way.
 - meandering pedestrian paths (4 feet minimum width) on both sides of the pavement area;
 - no on-street parking shall be permitted except where deemed appropriate by the Planning Commission; and
 - mounding and use of hedges to obstruct views to parking lots and to create a distinct difference between the roadway and the development.

Haven Avenue. This street should be developed with a 14-foot landscaped median strip. A 15-foot setback from the street right-of-way to the parking areas on private parcels should be required on both sides.

Pedestrian-scale deciduous canopy trees and broadleaf evergreen trees should be planted within the 15-foot setback to the parking area.

There are two basic types of design plantings that may be used for Special Boulevards, formal and informal. The two graphics shown on this page and the following page depict plan and section views of how this planting may occur. Specific consideration should be given to each of the special boulevards in the near future to determine

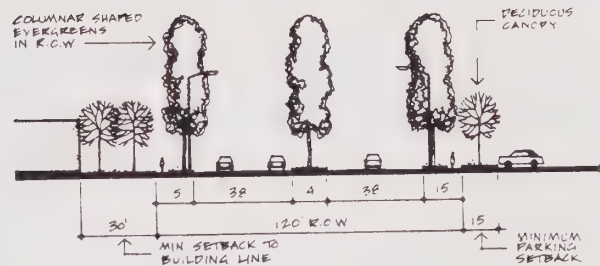
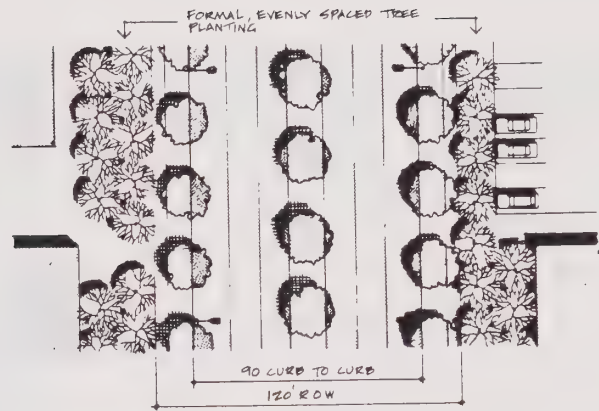
TABLE III-11

SPECIAL BOULEVARD TREATMENT

<u>Classification</u>	<u>Street</u>
Major	Haven
Divided	Milliken to Wilson
Arterial	Day Creek
	Base Line, east of Haven
	Foothill
	Church, between Day Creek and Etiwanda
	6th, east of Haven
Arterial	4th, east of Archibald
	Archibald
	Rochester, between Foothill and 4th
	Base Line, west of Haven
	Arrow
	Church, between Haven and Day Creek
	4th, west of Archibald
	Miller, between Day Creek and Etiwanda
Secondary	Etiwanda, between Highland and Milliken
	East
	Wilson, between Archibald and Milliken
	6th, west of Haven
Collector	Victoria

the character and design of planting desired. Care should be taken to protect solar access and vistas.

A quarter-mile spacing of street intersections is also proposed in order to control and minimize left-turn movements. Access to small private lots would be from side streets or collector streets behind Haven Avenue.

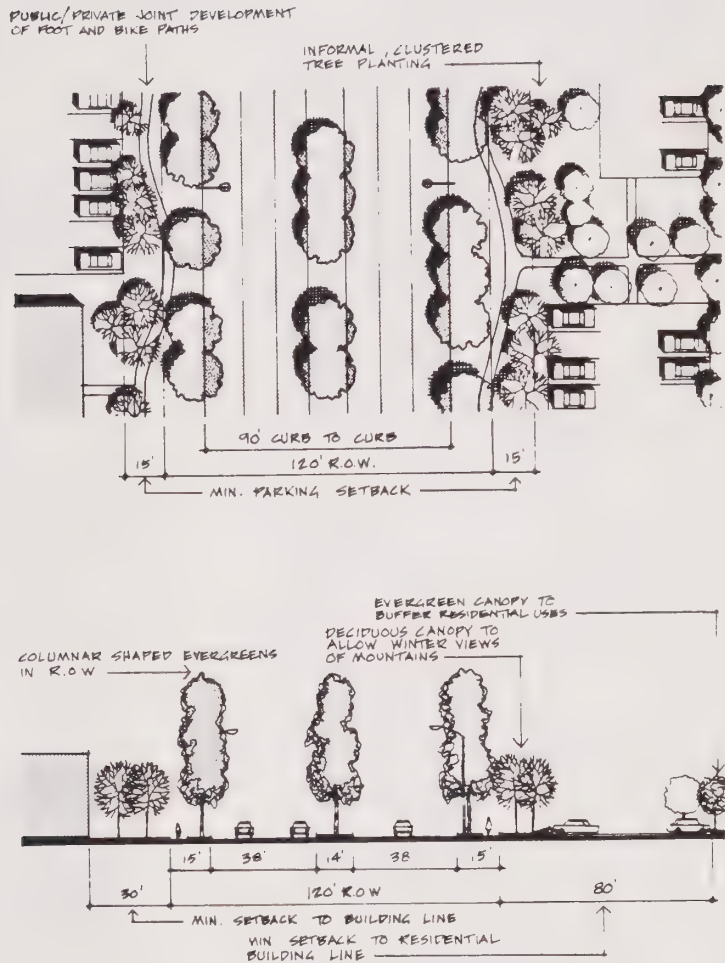


Foothill Boulevard. This street should be improved with a 14-foot landscaped median strip. Like Haven, a 15-foot setback from the right of way to the parking areas on private parcels should be required on both sides.

Columnar evergreens should be planted in the 14-foot median. Pedestrian-scale canopy trees should be planted within the 15-foot setback zones on both sides. Those on the north side should be deciduous to provide solar access.

As along Haven Avenue, a quarter-mile spacing of street intersections is also proposed in order to minimize left-turn movements and through traffic. Access to private lots should be from side streets and collector streets.

Base Line Road. This street should be improved with a median landscape strip and a 15 foot setback from the right of way to the parking areas. Pedestrian-scale canopy trees should be planted on both sides.



Milliken Avenue. The 120-foot right-of-way should be developed as a landscaped travel corridor with a 14-foot landscaped median, grade-separated at the Santa Fe tracks. This median should be planted with shrubs and open structured trees in order to maintain visual links between uses on both sides of the street.

Fourth and Sixth Streets. The 120-foot rights-of-way should be developed as landscaped travel corridors with 14-foot wide landscaped medians. Like Milliken Avenue, shrubs and trees should be planted in these medians.

Since the southern side of 4th Street is under the jurisdiction of the City of Ontario,

the City must coordinate with Ontario to ensure a consistent treatment of 4th Street. A greater setback on the northern side of these streets is encouraged to permit incorporation of possible on-site flood retention areas, view easements to the foothills and mountains, solar access, etc.

Sixth Street (west of Haven Avenue). This segment of 6th Street has a right-of-way of 88 feet. Columnar evergreen trees along both sides of the 6th Street segment east of Haven Avenue should be aligned with those west of Haven Avenue.

Archibald Avenue. On Archibald, south of the Santa Fe tracks, plant materials should be selected to establish a positive landscape link to Cucamonga-Guasti Regional Park.

Arrow Route. This 100-foot wide (right-of-way), east-west street has segments that abut both existing and proposed residential uses to the northern side.

Secondary and Collector Streets in Residential Areas. Greater flexibility and informality should be allowed in the design of secondary and collector streets designated for special boulevard treatment in predominantly residential areas so that these corridors may be integrated into the overall design of residential development. In addition, lower-growing canopy trees should be planted in order to preserve the opportunity for solar access, to provide more shade, and to establish a more human-scale relationship to residential structures.

LANDSCAPING

Trees in the city landscape can help to integrate the diverse elements of the city's built form. Even when the buildings along a street seem to bear no relationship to one another, a strongly landscaped edge can unite it into a more integrated whole. They can also provide the visual edges of various districts or neighborhoods within the City.

Trees also perform many essential functions: shading, wind protection, screening, noise buffering and air filtering. Trees also can provide an historic link to the past if the community's past included dominant vegetation elements. In Rancho Cucamonga, the eucalyptus windrows, many of which still remain, citrus trees, grape vines, and native stones carry a powerful image of a rural, agricultural past -- an image residents want to preserve as the form of the area changes from rural to urban. A tree's ability to perform each of these functions depends on its particular characteristics.

Trees also require care. There is a tradeoff between the number of trees a city can plant and the amount of care those trees require. If trees that require minimal maintenance are used, more can be planted and more are likely to survive. Trees suited to the natural conditions of a place--climate, precipitation and soil--will survive the best.

OBJECTIVES

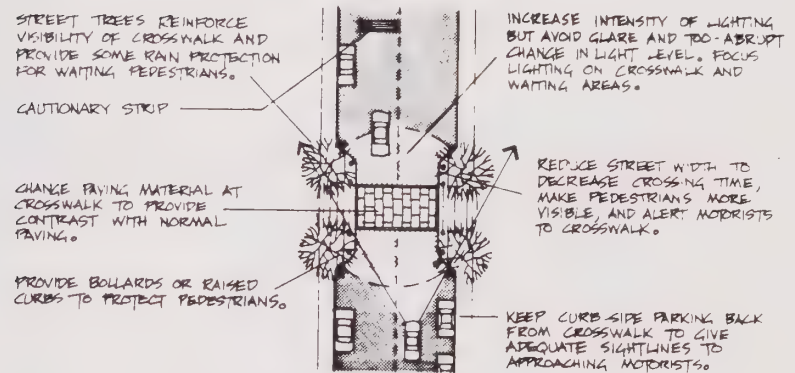
The objectives enumerated below and the subsequent policies, in conjunction with those expressed in the previous section on travel routes, shall provide the City and others with guidelines on landscaping.

- o Develop citywide street landscaping and tree planting guidelines for use by the City, private developers, and property owners.
- o Establish an annual and long-term landscape maintenance program to ensure the health and aesthetic quality of plant materials.

POLICIES

- o Street trees should be selected and sited to minimize the visual dominance of paved surfaces, to create more appropriately defined and humanly scaled public spaces, to help minimize wind damage and noise,

and to help distinguish pedestrian environments from vehicular spaces.



- o When possible, median landscaping should be provided along major divided arterials. Such landscaping should be scaled according to the size of the roadway and the importance of the route. Major views from the roadway should be enhanced and emphasized by the landscaping. Plant materials should not obscure views.
- o Curbside parking is not recommended since the increased pavement width results, generally, in less defined street spaces and the visual predominance of paved surfaces over the unpaved. Efficiency in traffic movements and improved utilization of the roadway itself are also promoted by the elimination of curbside parking.
- o Parking areas can be used to introduce major landscaping themes and can alternatively provide landscape relief within an intensively developed area. They can also be used to maintain consistency in the character of residential and nonresidential uses in suburban settings.
- o Planting strips along the edges of the roadways should be required. Such a requirement would permit placement of trees in less defined street spaces and reduce visual predominance of paved

surfaces over the unpaved. Efficiency in traffic movements and improved utilization of the roadway itself are also promoted by the elimination of curbside parking.

- o At the individual parcel level, provisions governing building coverage and siting, as well as vehicular access and parking, should allow opportunity for ample landscaping. Where front, side, and rear yards are provided, their dimensions should permit the use of moderate to large scale plant materials. Small, inaccessible, and poorly lighted yard spaces should be avoided.

- o Landscape materials should be provided in a manner that enhances both the related public spaces (principally the adjoining street) and the on-site open spaces oriented to the site's occupants.

Guidelines and Standards

- o General criteria for tree selection include low maintenance, drought tolerance, heat tolerance, wind tolerance, and fast growing.
- o The Tree Planting Guidelines and Standards set forth in Table III-12 should be followed in landscaping the City.
- o Trees should be planted to achieve a continuity of form. General guidelines for use of landscaping to achieve continuity include:
 - using the same tree form (e.g., columnar or round headed) along streets of the same type to reinforce the hierarchy of street types;
 - planting trees in similar patterns on streets of the same type; and
 - using the same species for the entire length of a street or throughout an entire area. For example, plant one species along the collector streets in a residential neighborhood, e.g., Alta Loma, and species of a small scale but similar form along local streets in that neighborhood.

TABLE III-12

TREE PLANTING GUIDELINES AND STANDARDS

LOCATION	CHARACTER
1. Roadways designated for special boulevard treatment, except secondary and collector streets in residential areas.	Trees along primary circulation routes play a major role in defining the City's image, especially at gateways to the City. They should represent a strong image of Rancho Cucamonga as a community with rural, agricultural heritage. Primary corridors separate the the industrial area from residential areas. In some cases trees can define edges and provide buffers.
2. Major arterials and, secondary streets, in non-industrial areas.	Trees along secondary circulation routes and primary routes in the residential areas can provide a transition to a more human scale and to a more structured community form. Canopies can provide both a definition of scale and shade.

TREE TYPES

To reflect rural history, informal structure reflecting image of eucalyptus windrows but without maintenance problems:

Columnar evergreens, or deciduous trees, 60'-100' tall.



Columnar to round-headed, fan-shaped deciduous or evergreen trees, 50'-80' tall.



PLANTING PROVISIONS AND TREATMENT

Curbside and median planting strips 5'-15' wide. Trees planted 20'-30' on center (10' less than the mature diameter* of the trees) on the average either formally or in less structured linear groves.

*Mature diameter is defined as the diameter after 20 years.

Curbside and median planting 5'-14 wide. Trees planted 20'-50' on center (10' less than the mature diameter of the trees) on the average.

REPRESENTATIVE SPECIES

Eucalyptus robusta, Swamp Mahogany
E. sideroxylon rosea, Red Ironbark
E. camaldulensis, Red Gum

Platanus acerifolia, London Plane
P. racemosa, California Sycamore
Fraxinus holotricha, "Moraine" Ash
Celtis sinensis, Chinese Hackberry
Acacia melanoxylon, Black Acacia
Ginkgo biloba, Maidenhair Tree

TABLE III-12

TREE PLANTING GUIDELINES AND STANDARDS (Continued)

LOCATION	CHARACTER
3. Collector streets, local streets and setbacks on special boulevards in industrial areas.	Industrial areas are less formal than commercial or residential. The role of trees is to give the expansive industrial area a sense of scale and to provide shade.
4. Collector and local streets in residential areas.	Unlike arterials and industrial area collector streets, residential streets are <u>not</u> intended to facilitate rapid traffic flows. Instead, they relate to the residential buildings along them and can be thought of as an extension of the front yards. Street trees can either reflect the consistent, rhythmic spacing of the buildings or they can create a less structured context, i.e., irregular spacing and extension of street ties into front yards: groves of trees are appropriate in clustered housing. In residential areas trees, canopies are important as providers of shade and a human scale.

TREE TYPES

Columnar to round-headed, fan-shaped deciduous or evergreen trees, 40'-70' tall.



Round-headed deciduous and evergreen trees, 35'-50' tall except on the north side of east-west running streets.



PLANTING PROVISIONS AND TREATMENT

Curbside planting 5'-10' wide, trees planted 20'-25' on center (10' less than the mature diameter of the trees) on the average. Setback planting 13' wide, trees planted informally 20' on center.

Curbside planting strips, 4'-6' wide. Trees planted 15'-20' on center (10' less than the mature diameter of the trees) and trained to form canopies 10' from the ground except on north sides of east-west streets. Street and yard trees need to be located to avoid blocking wintertime solar access and to provide summertime shade for houses. When street trees infringe on the solar access of south-facing walls, e.g., on the north side of an east-west running street, deciduous trees with a sparse branching structure should be used. (Note: To avoid blocking solar access a tree should be 2 times its height from the south wall, e.g., a 20' tree should be 40' away.) On the north side of east-west streets trees can be located singly or in groups with variable spacing to accommodate solar access.

REPRESENTATIVE SPECIES

Platanus acerifolia, London Plane
P. racemosa, California Sycamore
Fraxinus holotrichia, "Moraine" Ash
Celtis sinensis, Chinese Hackberry
Acacia melanoxylon, Black Acacia
Ginkgo biloba, Maidenhair Tree
Ceratonia siliqua, Carob
Cinnamomum camphora, Camphor
Liquidambar styraciflua, American Sweet Gum

Celtis sinensis, Chinese Hackberry
Ceratonia siliqua, Carob
Cinnamomum camphora, Camphor
Ficus rubiginosa, Rusty Leaf Fig
Jacaranda mimosifolia, Sweet Gum
Magnolia grandiflora, Southern Magnolia
Pistacia chinensis
Schinus terebinthifolius, Brazilian Pepper
Ulmus parvifolia, Chinese Elm
Prunus species, flowering cherries and others
 Nut Trees
 Fruit Trees

TABLE III-12

TREE PLANTING GUIDELINES AND STANDARDS (Continued)

LOCATION	CHARACTER
5. Streets at commercial centers and bus stops.	<p>When a commercial center occurs along a residential or commercial street or major arterial, trees can indicate the change in character. Broad canopy trees can reflect the shifts from linear movement to activity center and the change in scale from automobile to pedestrian.</p>
6. Parking lots of commercial centers.	<p>A tree's ability to provide shade and to resist heat is essential for its use as a parking lot tree.</p> <p>Trees used to designate the entry to a parking lot should be different from the trees lining the street.</p>

TREE TYPES

Round-headed, deciduous and evergreen trees, 35'-50' tall in formal or informal clusters.



Round-headed, spreading evergreen trees, 35'-50' tall.

Trees at entries may be deciduous and/or columnar.



PLANTING PROVISIONS AND TREATMENT

Planters set into sidewalk paving, variable spacing.

Strips between rows of parking stalls; planters should extend into a parking stall occasionally occasionally to break up the straight rows.

Trees planted a distance of 10' less than the tree's diameter at maturity on center.

A sufficient number of trees shall be planted such that when they are matured they will shade 50 percent of the parking area at solar noon on August 21 (1 p.m. Daylight Savings Time). This entails, at a minimum, planting trees at the required spacing in all strips between parking stalls.

REPRESENTATIVE SPECIES

Celtis sinensis, Chinese Hackberry
Pistacia chinensis, Chinese pistache
Platanus acerifolia, London Plane Tree
Schinus terebinthifolius, Brazilian Pepper
Cinnamomum camphora, Camphor
Magnolia grandiflora, Southern Magnolia

Prunus Species Flowering Cherries
Ceratonia siliqua, Carob
Cinnamomum camphora, Camphor
Ficus rubiginosa, Rusty Leaf Fig
Schinus terebinthifolius, Brazilian Pepper
Ulmus parvifolia, Chinese Elm

DISTRICTS AND NEIGHBORHOODS

There are several identifiable areas in Rancho Cucamonga, the historic communities of Alta Loma, Cucamonga, and Etiwanda, including older neighborhoods, subdivision tracts, and industrial districts. Old Town Alta Loma, bounded by Base Line Road, Southern Pacific Electric Rail line, Archibald, Monte Vista, and Hellman Street, is an area where the village of Alta Loma started and contains older residences as well as newer community office buildings. North Town, bounded by the Santa Fe Rail line, Haven and Archibald Avenues, and Ferron Boulevard and 26th Street, is also an historic residential neighborhood now occupied predominantly by Spanish-speaking persons. The center of old Cucamonga is at the intersection of Archibald Avenue and Foothill Boulevard in the midst of the existing Foothill Boulevard commercial strip. The approximately two square-mile windrow area in the northeast corner of the City is the old town of Etiwanda, which is still largely agricultural in use and rural in character.

In the recently developed portion of the City, it is more difficult to distinguish districts or neighborhoods. A clear distinction may be made along Banyan Street in the northern part of the City, where residential lots north of the street are a minimum of 1/2 acre and are characterized by an equestrian trails system throughout the area. Beyond that it is difficult to draw any definite boundaries.

The inter-neighborhood level can be defined functionally as the area served by a neighborhood shopping center. The shopping center serves as the focal point of the neighborhoods. Boundaries may be definable in some cases, e.g., by major roadways, creeks or channels or a change in land use. In other cases boundaries may be "fuzzy" depending on the social patterns of residents.

In the industrial area, there are generally three districts: the older, existing district called "Zone A," to the west of Haven and

south of Arrow Route, in which light to medium industrial uses occur; the largely vacant "Zone B" bounded by Haven, Foothill, Devore Freeway, and 4th Street which is designated for light to medium industrial uses; and "Zone C" east of Devore Freeway and south of Arrow, which contains and is zoned for heavy manufacturing uses.

Commercial areas not directly serving a specific residential neighborhood include portions of Foothill Boulevard, Haven Avenue, Base Line, and the proposed regional shopping center.

Community design policies concerning identifiable subareas of the City are grouped into three categories: 1) those affecting the identity of districts, 2) those affecting the identity of subareas or neighborhoods within districts, and 3) those integrating subareas and districts into the character of the City as a whole. The policies provide the basis for specific design guidelines and standards which can be developed as part of a neighborhood or district plan.

OBJECTIVES

The objectives enumerated below and the subsequent policies are formulated to enhance the vitality of neighborhoods and districts.

- o Develop and enhance the distinctiveness of existing and new residential neighborhoods and commercial and industrial districts.
- o Facilitate social interaction among residents and users.
- o Maintain and enhance the historic community.

POLICIES

- o Identifiable and variable districts within Rancho Cucamonga which are distinguish-

Districts

able by function and/or appearance should be developed and maintained.

- o The edges of districts should be strengthened through:
 - the location of major noncommercial traffic corridors between rather than through identifiable districts;
 - the use of setback and columnar street trees that create a dominant edge on major roadways that lie between districts, e.g., Foothill as a divider between Industrial Zone B and New Rancho Cucamonga; and
 - changes in building form and materials visible from the roadway.

The organization of districts should be legible by encouraging:

- higher density residential development near transit corridors and around the center of the district;
 - the use of a few related primary tree species throughout the district with differences in form corresponding to differences in use and importance. For example, a large evergreen round to columnar tree like the Shamal Ash (Fraxinus uhdei) might be used along secondary and collector streets in a residential district, a smaller deciduous, round headed tree of a similar color such as the Ginkgo (Ginkgo biloba) along local streets, and a round-to-pyramidal tree with some fall color such as the American Sweet gum (Liquidambar Styraciflua) in commercial centers. All these trees are somewhat related in form and color and provide an overall continuity but are distinctive enough to reflect different uses.
- o The centers of districts should be developed as the functional and symbolic focus of the area.

- Where historic centers exist, i.e, old Alta Loma, Cucamonga, North Town and Etiwanda, they should be upgraded and maintained as centers for the districts that have developed around them.
- Neighborhood district plans should be prepared for North Town, for Old Alta Loma, Old Cucamonga, and Etiwanda areas, and for other historic centers if necessary to preserve their character and, at the same time, develop their functional value to the community.
- o Since the Chaffey College community has been developed through the years as a non-urban environment which reflects the natural character of the physical surroundings, any development adjacent to the campus should be designed to reflect the same values. Specific attention should be made to the following:
 - Proper scale and clustering of buildings
 - Use of natural landscaping materials
 - Avoidance of hard design and grading
 - Preservation of open character.
- o A schematic plan for the development of North Town primarily addressing its physical form should include the following features.
 - New housing in the northeast and southwest sections of North Town should be clustered to provide some shared open space particularly along the Deer Creek. The setback from Deer Creek should serve as a recreational corridor as well as a flood plain.
 - Surrounding areas should be developed in a way that minimizes impacts on North Town.
 - Industrial development shall be buffered to avoid any adverse environmental or visual impacts.
 - Recreational as well as functional links with the rest of the City should be provided in the form of a pedestrian/

bicycle path running east-west and connecting with the Deer Creek corridor, the Cucamonga Creek corridor, and on-street bicycle routes.

- o Where no historic center exists in a district, e.g., Planned Communities, a center appropriate to the character of that district should be developed to serve the same functional and symbolic role.
- o Neighborhood Commercial Centers should be designed as human-scale, pedestrian oriented commercial areas. The following guidelines should be considered during the planning and design of centers.
 - Building designs should avoid expanses of blank walls.
 - Small, locally owned businesses should be encouraged.
 - The streetscape should be designed to encourage pedestrian use, including such elements as small pedestrian activity areas with sun and shade, drinking fountains, benches, public telephones, trash receptacles and newspaper stands.
 - Criteria for selecting street furniture should include durability, ease of maintenance, consistency of materials and colors, ease of use for the physically disabled, and aesthetics.
 - Paving materials should be used to reinforce the special character of the center. Use of a different material than concrete, e.g., brick pavers or different.
 - Incorporated in public spaces should be the use of natural or predominantly local landscape materials such as rock, native vegetation, vine or citrus trees. Treatments of concrete, e.g. aggregate, color, texture or scoring, can extend into the street in the form of crosswalks and into the entrances of shops to create an overall unity.

- Street lighting should be varied in a similar manner at the center, and design should enhance historic communities identity. Centers should be more brightly illuminated than surrounding areas. This can be achieved by reducing the spacing between standards, adding an additional fixture on each conventional standard at a lower level, or adding wall-mounted fixtures to illuminate the facades and entries to shops.

Neighborhoods and Subareas

- o Identifiable and functional neighborhoods or subareas within districts should be developed and maintained.
- o The edges of existing residential neighborhoods and industrial district subareas should be strengthened using the same design elements identified for district edges.
- o The organization of residential neighborhoods should be developed in response to functional requirements, primarily accessibility to the neighborhood shopping center, and its physical form should reflect that organization.
 - Higher density residential development should occur immediately around the neighborhood shopping center.
 - Bicycle and pedestrian and, to a lesser extent, equestrian paths and routes should converge at the neighborhood shopping center.
 - Major transit stops should be located at neighborhood shopping centers.
 - Neighborhood service center and parks should be located adjacent to or near the pedestrian oriented shopping center.
 - The use of tree planting should be used to reinforce neighborhood organization as described for district organization.
- o The organization of industrial subareas should respond to the functional require-

ments of its primary use(s) and transportation mode(s).

- o The centers of neighborhoods and subareas should be developed as functional and social focal points. Centers should be designed according to the same guidelines established for district centers.
- o A unique identity should be developed for each district and for each neighborhood and community using the elements identified above so that each is different from the others. In particular, variations on the signage system, tree planting plan and the materials used in centers can establish differences among districts and neighborhoods.
- o Districts and neighborhoods should be integrated into the overall City context through the use of clear linkage systems including: transit, open space, bicycle and pedestrian routes, and signing.

Micro-Neighborhoods

- o Residential areas should be developed and comprised of distinctive micro-neighborhoods that accommodate a range of socioeconomic and lifestyle needs. Each micro-neighborhood should be internally homogeneous.
 - Each micro-neighborhood should be physically and visually distinguishable from adjacent housing areas.
 - Dwelling units should be sited and designed so that they relate as a visual unit and share common vehicular and pedestrian access routes.

LANDMARKS AND FOCAL POINTS

In addition to the older neighborhoods of Alta Loma, North Town, Cucamonga, and Etiwanda, there are sites and structures in Rancho Cucamonga which are considered points of interest. The most prominent one is the old Virginia Dare Winery at the intersection of Foothill and Haven. This vacant

building complex is recognized by nearly everyone in the community as a major source of identity for Rancho Cucamonga. Other landmarks include: Garcia House on Etiwanda Avenue, Milliken Rancho on Arrow at Haven, which is now La Mancha Golf Driving Range; Cousins (Christmas) House on Archibald near 6th Street; Rains' House on Carnelian at Vineyard; Cucamonga Winery (Thomas Brothers) on Foothill at Vineyard; a group of stone houses along Hillside Avenue near Archibald; the intersection of Base Line Road and Turner/Hermosa Avenue; the old Etiwanda commercial area at the intersection of Etiwanda Avenue and Foothill; and Chaffey College campus on Haven Avenue. Figure III-6 shows locations of landmarks and focal points.

OBJECTIVE

The objective below and the subsequent policies should encourage the City to recognize and enhance its special heritage features and to develop new ones.

- o Preserve and enhance the special heritage features of citywide significance as landmarks and focal points.

POLICIES

- o Existing landmarks and focal points should be enhanced through physical improvements by the City and by private developers.
 - Public improvements including street widening, installation of street lighting, and tree planting should be done in a manner that preserves the historic and rural integrity of landmarks and focal points.
 - Landmarks which qualify should be designated as Historic Preservation Sites in addition to being designated as historic points of interest in the City.

- Incentives should be provided to encourage adoptive reuse and/or compatible adjacent uses on sites on which historic or focal elements are located.
- o The City recognizes the significance of the intersection of Foothill Boulevard and Haven Avenue as a major geographic center of the City. Because the General Plan has a strong commitment to maintain a "rural open atmosphere", the development at this location should be reflective of that theme. Any plans for development at Foothill Boulevard and Haven Avenue should integrate the use of an open space atmosphere and theme with use of special landscape treatment.
- o New landmarks and focal points should be established to strengthen the identity of the City as an energy-conscious, transit-oriented, and self-sufficient community.
 - The proposed civic center should be developed as a functional center and as a symbol of the City's value and should reflect a connection with the City's history.
 - Elements that should be integrated into the image of that intersection include the Virginia Dare Winery, the Deer Creek Channel, grape vines and other features reflective of the role of the wine industry in the City's past.
 - The proposed regional shopping center at Foothill Boulevard and Devore Freeway will be a major landmark and focal point to motorists approaching the City. The center presents an opportunity to demonstrate the City's desire to become an energy-efficient community through energy conservation and renewable source applications at the center. Through design features and landscaping the center can reflect the City's history.
 - Each district and neighborhood center should be developed to express the City's values concerning energy, the importance of the individual, and the

City's history by relying on energy-efficient, humanscale design with an historic character.

- o Visitors' and residents' impressions of the City are influenced by conditions at the points of entry. Therefore, special attention should be given to the development and design of these areas. Figure III-6 identifies gateways on the major roadways--4th Street, Arrow Route, Foothill Boulevard and Base Line on the west and east; and Vineyard, Archibald, Haven and Milliken on the south. Gateways of primary importance include the intersections of Haven and of Archibald at 4th, the intersections of Foothill and of Base Line at the City's western boundary the proposed Devore Freeway interchange at Foothill, and Foothill at the City's eastern boundary. In addition, the potential commuter rail stop on the Santa Fe railroad line would be a major transit gateway to the City and Industrial Area, particularly when developed as a multi-modal transportation center. The following guidelines should be adopted to direct the development of gateway areas.
- Gateway areas should be heavily landscaped to reflect the quality and historic character of the City's environment and its agricultural history.
- The character of travel routes landscaping should reflect that of the roadway (see Roadway section of this Element). For example, columnar trees reminiscent of the windrows should be used.
- Trees should be planted at a greater density at the gateways either through the use of double rather than single rows, more frequent spacing or clustering.
- Where gateways occur at activity nodes, the architecture should reflect the same characteristics identified for focal points, i.e., energy efficiency, human scale, and historic character.

- o Wineries have played a significant role in the culture and heritage of the City of Rancho Cucamonga. Existing wineries that operate for the purpose of selling bottled wine, or as a historic landmark should be allowed to continue to operate and expand their operations to include restaurants, retail wine sales, gift shops, and other related activity. It is not meant to encourage new wineries to begin operation within the City, but to preserve those wineries currently in operation.

VIEWS AND VISUAL CORRIDORS

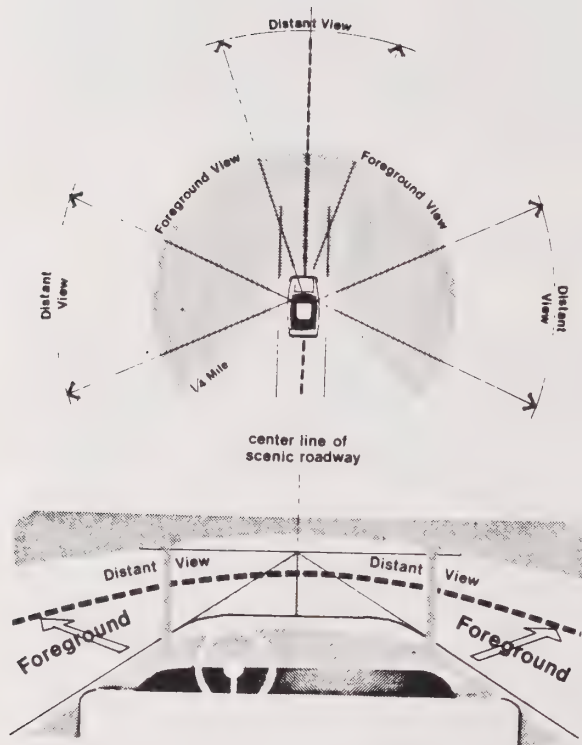
Because of the landform and orientation of the gridiron street pattern, the views and visual corridors in Rancho Cucamonga are directed to north and south. As noted earlier, from the foothills of the mountains, long, open vistas to the south provide spectacular views of the City and beyond. These north-south views are particularly pronounced along the straight alignments of Archibald, Haven, and Etiwanda Avenues. The County has officially designated the following scenic corridors within the City as part of its Scenic Routes Element: the Cucamonga Flood Channel, San Gabriel M.W.D. Aqueduct, and State Route 30 consisting of Highland Avenue and 19th Street. The latter is an east-west corridor near the foothill of the mountains, from which the views southward are significant and deserve protection. The intent of this section when combined with those on "Travel Routes" and "Landscaping" is to create a network of scenic corridors within the City which will orient the traveller and enhance both the foreground view and the distant view.

OBJECTIVE

The objective below and subsequent policies shall assure that the City's natural scenic amenities are preserved.

- o Protect and improve the scenic quality of the City.

POLICIES



- o Improvements along open space corridors should provide views of the mountains from the corridors and views of the corridors from adjacent public and private spaces.
- o Coordinate with the County so that views of the mountains from roadways designated as Scenic Routes and special landscaped roadways should be provided.
- o Buildings should be sited and designed so that a sequence of views from sidewalks and from vehicles on the roadways to the mountains is provided.
- o When the height of structures on the north side of east-west roadways would obstruct views of the mountains, structures and trees should be clustered to provide views between structures.
- o On north-south roadways and open space corridors trees and structures should be used to frame and orient views at key points such as intersections.
- o Where streets intersect or cross open space corridors, visual penetration into the corridors from the streets should be provided.

PATTERN AND SCALE OF BUILDING FORMS

Scale

There are basically four types of building forms in the City today. One is the dwelling type, characterized by its small-scale grain -- not more than three stories high and typically covering 1,000 to 3,000 square feet of ground per unit. Another is the industrial building type, characterized by expansive ground coverage. While the industrial buildings are typically single story,

the manufacturing facilities require high ceilings to accommodate machineries and equipments. The third type includes office and institutional (e.g., campus) buildings which are usually multi-storied and population intensive. The fourth type is characterized by urban, activity-oriented facilities such as retail stores, shopping centers, churches and community centers.

Within each of these four types is a range of variations in building form. In the residential sector housing types range from the predominant single family detached tract house to duplexes, townhouses, fourplexes, and low-rise multifamily structures.

Patterns

The way that these building forms are pieced together and linked to one another plays a major role in defining the overall organization of the City. It also determines, to a large extent, the liveability of the City's environment and the freedom of choice available to residents in the use of their built environment.

Diversity of lifestyles encompasses many aspects of the physical environment. In both direct and indirect ways the built environment fosters or inhibits the pursuit of varying lifestyles. Among the more apparent physical expressions of built environment are: housing types; relationships between places of residence and work, shopping, recreation, and cultural opportunities; and transportation choices.

On a Citywide basis three variations are reflected in the range of urban pattern alternatives, extending from rural to urban. The rural pattern allows for lifestyles that are closely related to the outdoors and to economic livelihood emanating from natural resources. The suburban pattern allows for family-oriented lifestyles that relate to both the outdoor recreational aspects of the home as well as to the economic and social benefits of close interaction in an urban context.

The urban patterns relate to a greater degree to reduced dependencies upon the automobile, and to mixed use centers that

permit greater exposure, and convenience in access to, a wider array of goods and services.

In accommodating distinctive lifestyles through the accommodation of various development patterns, particular concern is placed on the ways in which the patterns relate to each other. The City has evolved into a form in which the transition between patterns is gradual and progressively homogeneous. That is, those patterns that are most compatible with each other have been located adjacent to each other, resulting in a progression of patterns from rural to suburban to urban. The existing pattern can be intensified to "read" more strongly. Diversity of form not only provides a choice of lifestyle for residents but visual interest as well.

OBJECTIVE

The objective below and the subsequent policies are intended to create a diversity of building forms and patterns.

- o Provide a diversity of physical forms, linked to one another by a variety of transportation modes and organized to reinforce the overall form of the City.

POLICIES

- o A range of housing types should be provided within the City.
- o A range of commercial and public facilities at the regional, citywide and neighborhood scales should be accessible to City residents.
- o Those commercial and public facilities should be accessible to residential areas by pedestrian, bicycle, public transit and automobile routes.

- o Mixed use should be encouraged in district centers to provide immediate access to commercial and public facilities for those who desire it.
- o The density and intensity of building form should increase toward the center of the City.

SITING AND BUILDING DESIGN

The design of individual structures, especially in the residential areas of the City, is probably the most important aspect of community design for residents of Rancho Cucamonga. Buildings represent the living and working environment of most people.

A building's design is important not only from the perspective of its inhabitants but also as it interrelates with the natural environment and with other elements of built form to create the overall character of the City.

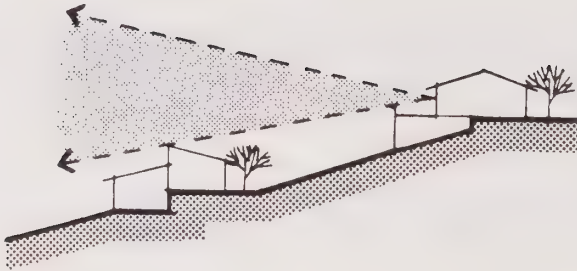
OBJECTIVE

The objective below and the subsequent policies, in conjunction with those expressed in the Housing and Energy Elements, shall provide guidance for improving the design of the buildings and their relationship to the surrounding environment.

- o Design buildings to maximize social goals and to minimize adverse environment impacts and resource consumption.

POLICIES

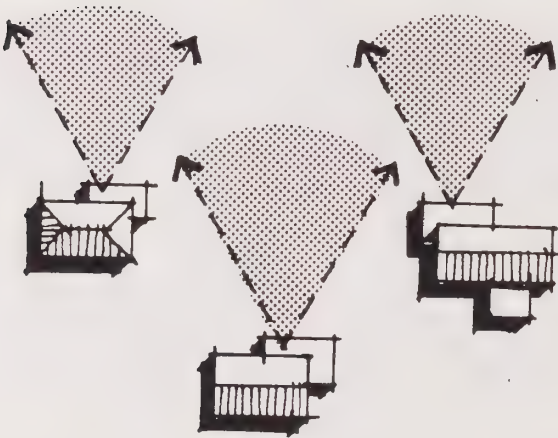
- o Hillside development should minimize alteration of the natural landform and provide visual access to the natural areas for residents. (Hillside development is covered in greater detail in "Land Resources", Chapter IV.)



- Residential units along hillside roads should be clustered to reduce road length and thus the extent of disruption.

- Extensive regrading of sites and the creation of "pads" for housing units should be avoided. Instead, units should be fitted to the land and regarding limited to portions of the site covered by the structure.

- Structures should be sited to retain outward views from each unit. Special attention should be given to the design of roofs and the selection of roofing materials when they can be seen from adjacent residences or public spaces.



- o Natural space heating, cooling, ventilation and daylighting should be provided through siting, building design, and landscaping.

- The design of commercial and light industrial buildings should emphasize natural ventilation and daylighting.

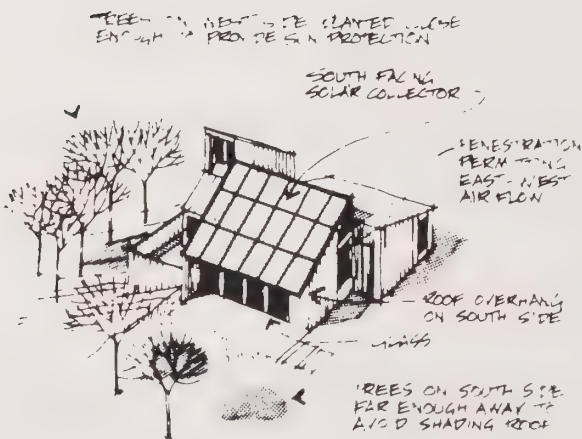
- The design of residential buildings should emphasize natural space heating, cooling and ventilation.

- Structures and vegetation should be located a distance of two times their height from the base of a south-facing window or solar collector to avoid obstructing solar access to the window or collector.

- Trees should be planted adjacent to the east and west walls of buildings to provide summer cooling.

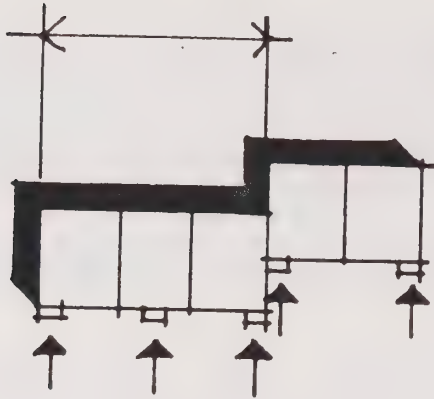
- Buildings should be sited and designed to take advantage of summertime breezes for cooling and ventilation.

- Siting and landscaping should be used to buffer winds from the northeast and the southwest.

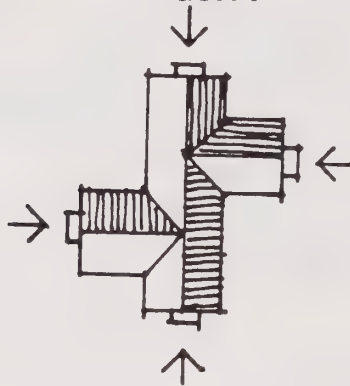


- Outdoor spaces should be designed for year-round use, i.e., a private shaded area on the north or east side for summertime use and a protected south-facing area for wintertime.
- o Structures and sites should be designed to provide for both privacy and social interaction.
 - A private indoor and outdoor zone should be provided for each dwelling unit in which inhabitants have minimal visual and auditory contact with neighbors.
 - A semi-private outdoor space between the dwelling unit and public open space should be provided in which eye contact and face-to-face social contact can be initiated when desired.
 - Public areas adjacent to dwellings should be provided over which residents have visual and auditory supervision.
- o Sufficient outdoor living space should be provided in a manner that ensures privacy, convenience, and accommodation of outdoor activities associated with the residents for whom it is intended (e.g., families with children, students, childless couples).
 - All housing structures containing more than one dwelling unit should provide sufficient private outdoor space.
 - The minimum dimensions for ground level private outdoor space should be 12 feet (i.e., sufficient in width to accommodate a moderate sized table with chairs). The minimum dimension for upper floor private outdoor space should be six feet (i.e., sufficient space for seating and circulation).
 - Private outdoor space should be directly accessible from major living areas (i.e., living room, family room, dining room).

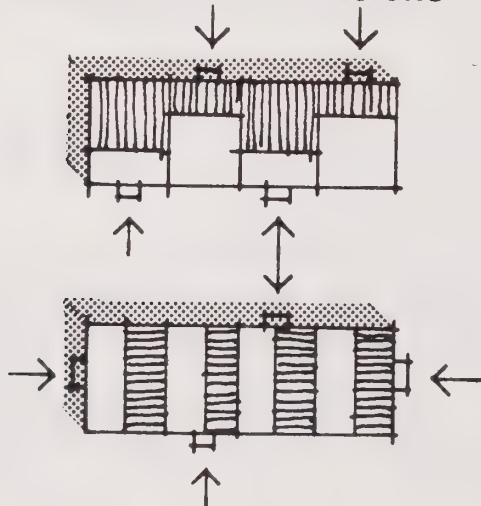
3 UNITS MAX.



NO ENTRANCE AMBIGUITY

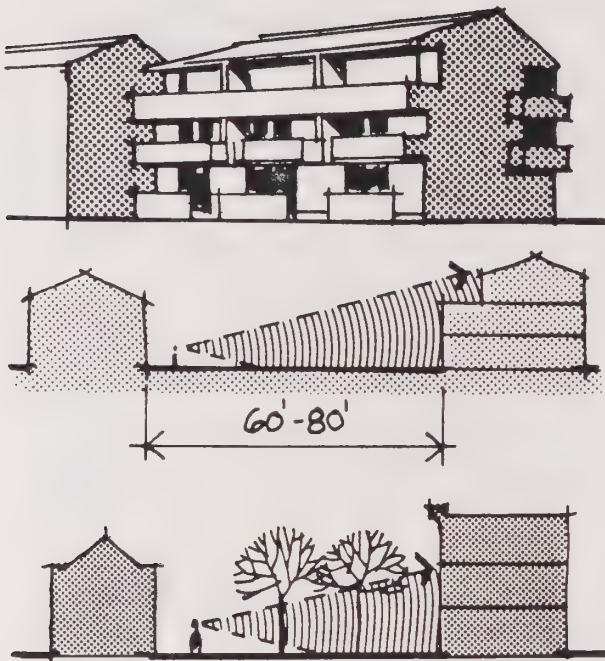


DISTINCTIVE FACADE DESIGNS



VARYING ENTRANCES

- Outdoor space should be at the same elevation as the indoor space to which it relates. (Exceptions should be considered on steeper hillside lots.)
- Ground level outdoor space should be screened from view by a wall, screen or hedge at least five feet but not more than eight feet high.
- The majority of the space should be paved in durable materials with relief provided by ground covers. The design should be flexible enough to permit owners or tenants to arrange and landscape the space to meet their needs and tastes.
- o Individual dwelling units should be distinguishable from one another.
 - Separate readily identifiable entrances.
 - Identifiable subunits that can be differentiated by their relationship, e.g., the unit on the right or the center, should be established.
 - Subtle variation in color, materials or detailing. Overall, consistent colors and materials should be maintained but differences can be introduced in window or door trim.
 - Variations in landscape design and materials compatible with historic community image.
 - Permit and facilitate modifications of exteriors of units and landscaping by residents.
- o Buildings and related outdoor spaces should be designed to avoid abrupt changes in building scale. These guidelines should be followed in residential and in neighborhood citywide commercial areas.
- Structures higher than two stories should emphasize horizontal as well as vertical appearance, e.g., by the use of



projection of recession of stories, balconies, horizontal fenestration, changes in roof levels or planes.

- Trees or outdoor structures (e.g., arbors) should be used to soften the change in scale between the ground plane and structures of more than two stories.
- Detailing should be used to convey a more personal scale.
- o Parking areas should be designed to prevent the visual disruption and increase in ambient air temperature and to minimize the intrusion of auto noise and lights.
- Parking spaces should be located at least 10 feet from residences unless provided for in an attached garage or carport.
- Open parking which faces onto glazed windows or doors lower than six feet from the parking lot elevation should be separated by a fence, wall or dense hedge at least four and a half feet high.
- Access roads should be no closer than 15 feet from residences and should be sited and screened to prevent lights from shining directly into windows.
- Trees should be planted at intervals of 10 feet less than the mature diameter of the trees along the perimeter of each parking bay. Trees should achieve a mature diameter of not less than 30 feet unless solar access would be obstructed. In that case, smaller trees should be used.
- Lighting should be provided but should not adversely affect adjoining residences.

IMPLEMENTATION

Specific implementation measures have been identified in conjunction with policies. A

generalized discussion of implementation and financing techniques not already identified is provided here.

The availability of funds for the City itself to implement community design projects is limited. For the most part, community design is the result of incremental private development. The role of the City is to coordinate that development so that the physical result is consistent with the policies identified in this Plan. The City's tools range from regulatory procedures including zoning and Subdivision Map Act processes, to design review combined with the imposition of conditions on approval of a project.

Zoning. Conventional or special purpose zoning can be used to establish height limits, floor area ratios, open space requirements, setbacks and a variety of other physical characteristics. Zoning may apply to entire districts or to specific sites in the case of special purpose, overlay or floating zones. Overlay or floating zones could be used to establish design requirement for scenic areas, historic sites, view corridors, natural areas, or scenic corridors. As an example, conventional zoning or special historic site zoning can be employed to limit uses, signage, parking, building heights, vegetation and other characteristics to those that will be consistent with the character of the existing landmark or focal point and to limit density, lot coverage and setbacks to allow for full development without affecting the historic or focal element(s) on the site.

Building Block Zoning. Building block zoning replaces conventional zoning, which universally and rigidly applies a limited number of zoning districts, with a system which recognizes that a wide range of districts with different combinations of permitted uses, building forms, heights, floor area, setbacks, and open space requirements are necessary to respond to the varied conditions found in urban areas. Determination of the appropriate combination of these elements requires consideration of many factors. These include localized site conditions (natural and man-built), public

policy responses to these conditions, and other expected or desired future conditions which cannot be adequately addressed by conventional, uniformly applied zoning district regulations.

Building block zoning regulations are split into three major parts: 1) use unit, 2) development unit, and 3) special area unit. The use unit defines what uses, or combinations of uses, are permissible and allows the community to make this selection independent of building form, height, coverage, density or other physical characteristics of development. In turn, the development unit specifies how uses can be developed. Specifications on the various development characteristics are again selected independently. A series of schedules set ranges and limits for variables including density, lot size, building form, floor area, height, coverage, setback and open space. These are presented in tables and selection can be made from each of the tables to create a set of regulations uniquely suited to a specific situation. At a minimum, each parcel of land is subject to use unit plus development unit regulations which apply only to it and other parcels which are similarly situated. As dictated by special circumstances, a parcel may also be subject to special area regulations.

The special area unit is similar to many overlay or additive zones already used in zoning ordinances. It applies to sites that have geologic, topographical, biological, scenic or other unusual constraints or values. Additional standards are written for these sensitive areas.

Specific Plans. The overlay or floating zone only addresses the character of development in a limited area that relates to a single concern. It cannot be used to deal with an entire district or neighborhood. To regulate an entire area in an integrated manner, the Specific Plan concept can be used. The California Government Code allows preparation of specific plans to regulate site development, including specification of type of use permitted, allowable density, building placement and bulk, areas to remain in open

space, and provisions for roadways, utilities, and landscaping. These provisions provide greater flexibility than is possible with conventional zoning, since under the specific plan conditions are established based on specific site conditions. With these provisions, requirements can be varied from one legal parcel to another to help achieve a coordinated development.

The specific plan alternative, therefore, is well suited to the needs of certain areas in the City including the Industrial Area, the North Town Area, the civic center vicinity, and the undeveloped residential area east of Haven and north of Foothill. Since it will provide the flexibility to adjust regulations to the specific needs of each area. In contrast conventional zoning would require the creation of numerous zoning districts within each land use or the creation of several standardized districts to be applied within each land use. The former zoning approach would create major administrative problems while the latter would not adequately address localized conditions and needs.

Design Review. Design review is an essential tool for influencing the design of private projects. It provides the City with the opportunity to require changes in the design of buildings, and streets within or adjacent to the project sites to meet the City's overall design objectives. Design review is an established function in the City and should be used to guide future development.

- o The guidelines formulated in the element shall be used to assist the City in reviewing development proposals, and should be made available to enable developers to respond to the City's design objectives.
- o In particular, the City's design review and residential assessment procedures should be revised to reflect the community's high standards for design, as outlined in this Element.

Development Incentives. Incentives can be offered to encourage developers to go beyond what is required by design review guidelines. If incentives are used, a coordinated program regulating their application should be developed. Incentives are particularly applicable to the encouragement of energy efficient design and preservation of landmarks and focal points.

Incentive mechanisms may be positive or negative. Positive incentives encourage participation in energy efficiency programs, for example, by reducing their front-end costs or by eliminating barriers to their use. Reductions in front-end costs include tax credits, low interest loans and grants. Elimination of barriers includes the guarantee of solar access, flexibility of zoning and subdivision regulations to accommodate energy-efficient design and adoption of the Uniform Solar Energy Code to establish guidelines for installation and approval of solar collectors.

Negative incentives encourage participation by artificially increasing energy costs, through use taxes, differential rate schedules or related devices.

Acquisition. Although limited in its applicability because of fiscal constraints, the City can still acquire easements that protect landmarks and focal points and preserve scenic corridors. The acquisition of negative scenic easements prevents the property owner from undertaking some action that would detract from the scenic value being protected. Such values may include the desire to preserve the exterior appearance of a building facade or an existing view of the San Gabriel Mountains. Negative easements can be acquired through purchase, condemnation, or donation.

Education. Education may well be one of the most important implementation tools available to the City. An understanding of community design objectives and their importance in creating a City that satisfies the overall design goals described at the outset can serve as a key motivation for citizens to demand better design. The Tree Planting

Guidelines are a prime example where dissemination of information will benefit the City. These guidelines, as well as others described in this Element, should be included in instructions to developers. Greater publicity of the work performed by the Design Review Committee and the Historic Preservation Commission would serve to focus public attention on these important components of community design. Neighboring cities should be informed of the City's landscaping provisions in order to emphasize the distinction between city boundaries.

Implementation through education relies on demonstrating the benefits of program to its target audience. The Citizens Advisory Committee, created to provide public input into the general planning process, is an excellent vehicle for transmitting information to other members of the community. Other mechanisms for communication design objectives include advertising, workshops with various public and private groups, and individual consultation.

IV. ENVIRONMENTAL RESOURCES

INTRODUCTION

The Environmental Resources Super-Element contains provisions that relate to the conservation and management of the City's natural resources. The super-element identifies those areas of significant value to the community and proposes policies for the following resources:

- o land
- o water
- o plants and animals
- o open space
- o energy

The policies are aimed at ensuring that the development of the City does not destroy or interfere with the intrinsic value of these resources.

The intent of this Super-Element is not to prohibit development or the use of land in natural resource areas. In fact, the underlying premise is to increase access to areas of educational scientific interest and to encourage the City to manage its resources using sound conservation principles. Without guidance on where and how much development may occur, the City's environmental resources may become inaccessible or worse, destroyed. Because the City is not fully developed, there is an excellent opportunity to preserve resources and ensure that they are used and managed wisely. With respect to energy, the City has the chance to minimize its dependence on non-renewable energy resources which will diminish in supply and become increasingly costly, and begin to look at more efficient, cost-effective ways of producing energy. The Environmental Resources Super-Element is devoted to that purpose.

Legal Basis

State law requires cities and counties to identify environmental resources and to prepare and implement policies relating to the utilization and management of these resources. The specific sections of the Government Code that are addressed by this element include:

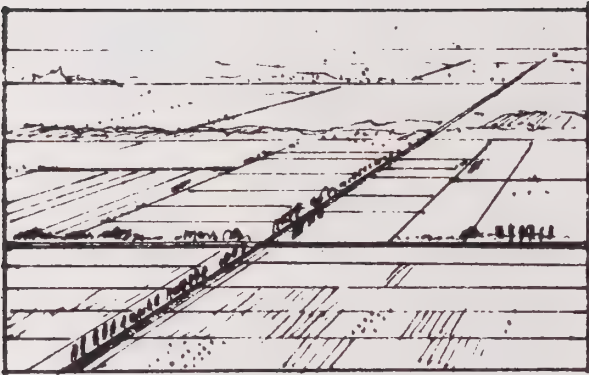
- o Section 65302(d) which requires the preparation of a conservation element to specify policies for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.
- o Section 65302(e) which requires preparation of an open space element that addresses the use of land for preservation of natural resources, managed production of resources, outdoor recreation, and public health and safety.
- o Section 65303 permits a community to prepare additional elements if they are felt to be important. Rancho Cucamonga recognizes the realities of energy shortages, and therefore, an Energy Element is being included in the Environmental Resources Super-Element. The element addresses the need to conserve energy as well as to look at alternatives to the use of nonrenewable energy sources.

The legislative intent in requiring the preparation of conservation and open space elements is obviously far reaching. The areas of concern covered by these two elements clearly overlap areas addressed in the public facilities, community design, and public health and safety elements of this Plan. In particular, those policies identifying open spaces for recreational activities are found in the recreation section of the Public Facilities Element; those policies identifying the design and use of open space, including viewsheds, landmarks, and historic centers are contained in the Community Design Element; and those policies identifying open spaces for the protection of public health and safety are found in the Public Health and Safety Super-Element. The discussion of open space here

brings together all those policies influencing the conservation of open space, as defined by Government Code Section 65560.

Similarly, the implication of changing our energy consumption pattern is felt in all aspects of our lives. As a result, policies contained in each of the elements in the Land Use and Development Super-Element have already addressed a number of energy-related issues.

LAND RESOURCES



Land resources refer to agriculturally productive soils, and landforms. Situated on a gently sloping plain, the City is characterized by well-drained soils deposited by streams originating in the mountains to the north. Although none of the soil associations comprising the planning area are particularly suited to large scale agricultural production, certain irrigated crops, especially citrus fruits and wine grapes, have been successfully commercially-produced in the past. The areas that are mostly conducive to crop production have been, for the most part, overlain by residential development. The only undeveloped portions of Rancho Cucamonga considered conducive for agricultural production are centered around Base Line, Etiwanda, Summit, and East Avenue. As shown in Figure IV-1, this area represents a relatively small portion of the planning area. (For a discussion of soil types, their susceptibility to erosion, and their suitability for development, refer to "Geologic Hazards" in Chapter V.)

Mineral resources such as sand and gravel are available only to a limited extent and probably have only limited profitability for extraction. The resources of value are not so much those of a productive nature, but those of a scenic, aesthetic value.

These resources include the foothills and Red Hill, landforms that provide a visual relief to the otherwise level terrain.

OBJECTIVES

The objectives enumerated below and the subsequent policies, in conjunction with those contained in "Community Design" and "Geologic Hazards", are designed to guide the City's decisions on the management and conservation of its land resources.

- o Establish proper soil management techniques to reduce the adverse effects of erosion.
- o Minimize alteration of the landform in the foothills.
- o Prevent premature elimination of agricultural land whenever feasible.

POLICIES

- o The City shall encourage developers to minimize, through proper site planning, the amount of site grading needed for development and utility construction.
- o Every effort should be made to preserve the existing vegetative cover, since this cover greatly reduces both wind and soil erosion.
- o Land should be graded and landscaped in workable increments to avoid exposing vast expanses of bared earth at any given time. However, if the soil is to remain exposed for more than thirty days, temporary sediment erosion control measures should be required to protect disturbed areas. A variety of different control measures are available, including the following:

Vegetative. For long term protection, particularly in areas susceptible to erosion, sodding and the planting of shrubs, perennial grasses, and trees should be considered. Temporary measures are intended primarily to protect the site during and after grading operations and while more permanent cover is maturing. Examples of

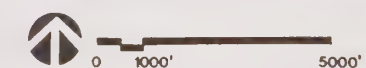
Figure IV-1 SOILS, CROP SUITABILITY

SOILS ASSOCIATIONS, SLOPE

$\frac{\text{Hd-Gx}}{\text{A}}$	Hanford-Greenfield, 0-2%
$\frac{\text{TD-Dg}}{\text{AR}}$	Tujunga-Delhi, 0-2%
$\frac{\text{TD-SV}}{\text{AB}}$	Tujunga-Soboba, 0-5%
$\frac{\text{Rc-AD}}{\text{CD-2}}$	Ramona-Arlington, 5-15%
$\frac{\text{Fw-Em}}{\text{EF-2}}$	Friant-Escondido, 15-50% eroded



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such measures include topsoiling, mulches, and annual grasses.

Structural. These are man-made measures typically designed to attenuate the flow of runoff or to trap sediments. Most effective when used in conjunction with vegetative measures, they range from simple, temporarily and strategically placed straw bales to more complex and elaborate sedimentation basins. Examples of structural measures include berms, dikes, diversion channels, and ponds.

- o Development in the foothills, defined as having slopes greater than 10 percent, should relate to the slope in order to preserve the integrity of the hillside, minimize disruption of natural ground form, and be clustered to retain the maximum amount of open space. (Slope variations in the planning area are shown on Figure V-1 in the Geologic Hazards section of Chapter V.)
- o Development should be oriented to the natural terrain and follow the natural contours.
- o Development should be concentrated to preserve open spaces, protect natural features, and offer views to residents, particularly for residents in the hillside area.
- o Development should enhance the natural surroundings by minimizing grading, by using appropriate construction materials and colors, by retaining natural vegetation. Cut and fill grades in cluster developments should be limited to a 3 to 1 slope.
- o Slope/Development Guidelines, Table IV-1, shall serve as guidelines within a particular slope zone, with the exception that where approved by the Planning Commission, the guidelines for one zone may be applied to limited portions of an adjacent zone in order to permit the extension of a logical design concept.

TABLE IV-1
SLOPE/DEVELOPMENT GUIDELINES

<u>Slope Zone</u>	<u>Percent Natural Slope</u>	<u>Guideline</u>
1	Less than 10%	This is not a hillside condition. Grading* with conventional fully padded lots and terracing are acceptable.
2	10% - 19.9%	Development with grading may occur in this zone, but existing landforms must retain their natural character. Padded building sites are permitted on these slopes, but split level architectural prototypes, with stacking and clustering are expected.
3	20% - 29.9%	Special hillside architectural and design techniques are required within zone 3. Architectural prototypes are expected to conform to the natural landform. Mass grading is to be discouraged.
4	30% - 39.9%	Development should not normally be approved within this zone, except for less visually prominent slopes, and then only in areas where it can be clearly demonstrated that safety, environmental and aesthetic impacts will be minimized. Only limited grading** is expected.
5	Greater than 40%	This is an excessive slope and development should be prohibited for public safety purposes and because of the difficulty of providing services.

*Movement for redistribution of earth over large areas. However, disruption of the landform, drainage patterns, and on-site surface terrain and vegetation should be avoided.

**The movement of earth for small projects such as individual building foundations, driveways, local roads, utility excavation, etc.

- o Within the hillside designation limited development potential exists no more than 2 dwelling units per acre. Appropriate environmental studies should be made to determine environmental constraints prior to review of any development proposal. Environmental studies will be used to help determine the extent and density of residential development.

- o The open space designation defines areas where land will remain essentially open. However, after appropriate environmental studies, some limited areas for residential development opportunity may exist. Residential development shall not exceed 1 unit per 10 buildable acres density.

- o Where road construction is permitted in the foothills, the extent of vegetation and visual disruption should be minimized by combined use of retaining structures and regrading to approximate the natural grades. The height of the retaining walls should be limited to approximately three feet, to avoid obstruction of motorists' and pedestrians' field of vision.

- o Where retaining structures are required for hillside roads, efforts should be made to integrate these with foundation walls of related residents and whenever possible, natural materials should be used in the construction of the wall (i.e. rock facing.)



WATER RESOURCES

Lying within the Upper Santa Ana Watershed, Rancho Cucamonga is drained by the Cucamonga, Deer, Demens, Etiwanda and San Sevaine Creeks. Although most of these streams are perennial in the upper canyons where they originate, by the time they reach the valley floor, most of the flow has been depleted either through diversions for agricultural or domestic use or for groundwater recharge. Because of flood hazards, most of the watercourses traversing the planning area have been or are proposed for improvements by the County Flood Control

District. (Further discussion of flood hazards is found in Chapter V.)

In an area of California that must rely heavily on imported water supplies, Rancho Cucamonga is fortunate in having two important local sources of water. Groundwater basins currently provide the City with most of its water supplies. Both are currently replenished by natural precipitation and through a number of spreading grounds and percolation basins. As the City develops and approaches full maturation, a greater percentage of this supply will be derived from surface flows in the canyons to the north of the City. These two local sources of water are identified in Figure IV-2.

Future development in the area will have two major impacts on water resources. First, the ability for precipitation to seep into the ground and recharge the groundwater basin may be reduced because the present natural ground cover will be replaced by pavement and structures that do not permit percolation. Second, studies nationwide have indicated that stormwaters from urban areas are generally more polluted than stormwaters from natural areas. Thus, the transition of Rancho Cucamonga to a more urbanized environment could affect water quality. The primary issue the objectives and the policies address is the need to ensure sensitive management and protection of the City's water supply.

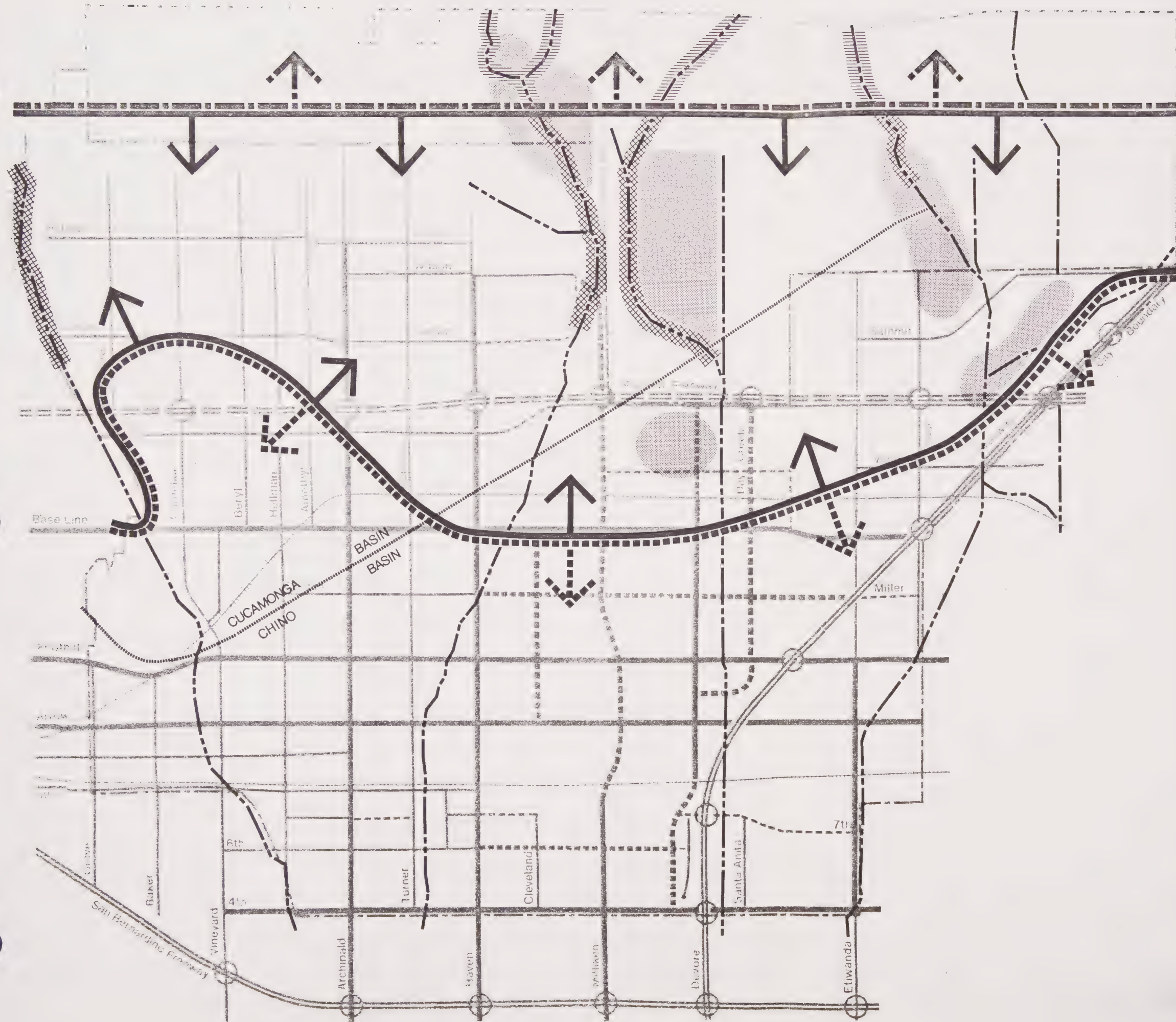
OBJECTIVES

The objectives enumerated below and the subsequent policies, in conjunction with those expressed in the Community Design Element, shall guide the City's decisions on the protection and enhancement of its water resource.

- o Protect areas capable of replenishing groundwater supplies.
- o Retain the natural drainage of the area as much as possible.






FIGURE IV-2 NATURAL RESOURCES

**Figure IV-2
NATURAL
RESOURCES**

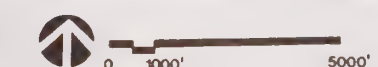


WATERWAYS
MAJOR RECHARGE AREA
(Recharge Capacity Greater
Than 50 CFS)

ECOSYSTEMS:

-  STREAMSIDE WOODLAND
-  OPEN WASH ASSOCIATION
-  HARD CHAPARRAL
-  ALLUVIAL ASSOCIATION
-  COASTAL SAGE SCRUB ASSOCIATION

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- o Encourage and promote programs to conserve water.
- o Protect waterways from indiscriminate erosion and pollution.
- o Encourage ways to promote ground water recharge.

POLICIES

- o Development in areas suitable for ground-water replenishment as shown in Figure IV-2 should be clustered to promote infiltration and to maintain open space.
- o Structures to retain precipitation and runoff on-site should be integrated into the design of the development where appropriate. Measures that may be used to minimize runoff and to enhance infiltration include Dutch drains, precast concrete lattice blocks and bricks, terraces, diversions, runoff spreaders, seepage pits, and recharge basins.
- o The City shall urge the County Flood Control District and the U.S. Army Corps of Engineers to construct flood control works that facilitate public access to the waterways for recreational purposes. Materials other than concrete should be considered where appropriate to create a natural appearance.
- o The City shall continue to support the Cucamonga County Water Districts efforts to develop the canyon water supply and to encourage water conservation. Water conservation techniques appropriate for new and existing development include:
 - installing flow restrictors in showers,
 - repairing leaky water fixtures, and
 - promoting drought resistant, low maintenance vegetation.
- o If at some point in the future, a wastewater treatment plant is located in the City or if developers install sewage package

plants to meet the need of their projects, the reuse of treated wastewater for irrigation of parkways, golf courses, landscaped areas, and parks and for industrial processes should be considered.

- o Development over or immediately adjacent to any watercourse or body of water should be designed to ensure that water quality is not adversely affected by soil erosion, by direct discharge of potentially harmful substances, by ground leaching from storage of raw materials, fuel products or wastes, by floating debris, or by runoff from the site. Buildings and parking lots should be designed to prevent points of concentrated water flow over the bank.
- o Grading shall be done in a manner that ensures erosion will not be accelerated. Graded areas shall be restored to the extent possible to approximate the natural pattern of drainage. (Further policies to protect soil resources and avoid erosion hazards are contained in the Geologic Hazards section of Chapter V.)
- o All construction to assure that the soil will be well secured to prevent unnecessary erosion, siltation of creeks, and sedimentation of water bodies.
- o Where erosion or water runoff is not a problem, encourage use of onsite water recharge such as dry walls.

PLANT AND ANIMAL RESOURCES



Rancho Cucamonga is situated in an area where the species of two distinct environments, desert mountain and coast, intermix. This area known as an ecotone results in a rich diversification of plant and wildlife not found elsewhere.

These areas are characterized by the Southern California streamside woodland association, a riparian community of biological value. The greatest diversity of life forms are detected in the area's canyons, including

Cucamonga, Deer, Day, Etiwanda, and by the creeks. Within the City, Angalls and Thorpe canyons provide excellent examples of the diversity of the streamside woodland association. The dense stands of large oak, sycamore, toyon, hardtack and native ferns are indicative of the natural beauty and biological significance of the streamside woodlands. These areas are of great importance as habitats for local and migratory birds that use the area seasonally.

Other vegetative communities found in the area include the coastal sage scrub association on the valley floor, the alluvial association at the head of the canyons, the hard chaparral association of the foothills, and the open wash association in the washes. The approximate distribution of these associations is seen in Figure IV-2. The most common types of vegetation found in the foothills and canyons include chamise, toyon, black sage, coastal sagebrush, California buckwheat, and ceanothus. On the valley floor, urbanization and agricultural activities have modified the native vegetation. There are no rare plants found in the planning area, although native and relict plants are of local significance.

Introduced plants, citrus groves, and vineyards have replaced the native vegetation within the City. Many of the vineyards are now abandoned and are in various stages of field succession; i.e., native vegetation is establishing itself again.

Extensive stands of blue gum and other eucalyptus species were planted in Etiwanda and Alta Loma to protect agricultural activities from winds. The recent urbanization of Alta Loma has reduced its eucalyptus windrows to small areas along Cucamonga Creek and at the top of Hermosa Street.

A variety of wildlife inhabit these vegetative associations. In the foothills and canyons, quails, coyotes, doves, rabbits, deer, songbirds, lizards, snakes, and small rodents are common. Further south, animal communities are those typically more tolerant of man's presence. These species include crows, house sparrows, starlings, other songbirds,

reptiles, rabbits, and small rodents. Although there are no unique or endangered species among those species identified during past field surveys, the loss of vegetative cover and food resources from encroaching urban development has reduced the habitat for many wildlife species.

The greatest threat to these resources is urbanization. Areas of chaparral and coastal sage scrub have been affected the most. The protection and conservation of these plant and animal communities are primary concerns and it is toward these ends that the objectives and policies below have been formulated.

OBJECTIVES

The objectives enumerated below and the subsequent policies, in concert with those contained in the Community Design Element, shall guide the City on its decisions on the preservation and management of its plant and animal resources.

- o Help to preserve lands having biological significance especially riparian (water-related) areas and their associated woodland vegetation.
- o Encourage retention of areas with significant native vegetation and habitat value.
- o Help to protect natural areas for ecologic, educational, and other scientific study purposes.
- o Encourage the use of native plant materials as much as possible.

POLICIES

- o The City shall consider the streamside woodland associations along the Cucamonga, Deer, Day, Etiwanda and Lytle Creek Canyons as areas of natural significance and limit the encroachment of

development into these areas (see Figure IV-3). The canyons contain the only native and relict trees of the area and without appropriate protection may be adversely affected.

- Development proposed in these communities of riparian, or water-related, corridor shall be permitted only after a site specific investigation is conducted to define the extent and fragility of the riparian community, and to propose measures to mitigate any impacts on the community stemming from land disturbance or other site development. Preservation of mature native woodland trees, prevention of soil erosion, and maintenance of open space shall be primary concerns.
- Only clustered single-family residential units should be permitted in the woodland associations.
- Roads or buildings shall be setback from the riparian corridor to avoid damage to the woodland associations. The City shall review proposed development plans and the site investigations in arriving at an adequate setback distance.
- o Removal of natural vegetation shall be minimized in all new developments. The cutting of mature native woodland trees shall be prohibited.
- o Natural areas which can be used for educational or other scientific purposes are particularly important and high priority should be given to retaining them in their natural state. Examples of such areas include Thorpe and Angalls Canyons, and the wash areas near the heads of the Deer, Day and Cucamonga Canyons. The City, in conjunction with Chaffey Community College, should identify valuable natural areas, and encourage the protection of these areas.
- o Areas used for nature study on publicly owned land should be reserved for that purpose. Unique areas should, wherever

possible, be acquired by public agencies or preserved by other means. High priority should be given to acquiring sites near or adjacent to schools.

- o Native and drought-resistant plant species should be used for landscaping where they will not aggravate fire hazards. These plants are identified in Table IV-2.

The City should encourage, where appropriate, landscape areas designed to attract wildlife.

Low fire hazard landscape materials should be used in areas prone to fire hazards.

Further detail on plant materials and landscaping is found in "Community Design".

- o Wildlife and natural vegetation should be protected from indiscriminate use of dangerous pesticides and herbicides where topography and wind can facilitate the spread of these substances and accidentally harm plants and animals.

OPEN SPACE

As a basic environmental resource of every city, open space serves a wide variety of essential functions. According to Government Code Section 65560(b), these include preservation of resources, outdoor recreation, and public health and safety. As mentioned earlier, a discussion of open space overlaps many of the subject areas discussed in the General Plan.

The three major sources of open space in Rancho Cucamonga are the flood control lands, the agricultural lands which may or may not be in active production, and private vacant lands. Combined, these three resources, as of 1979, accounted for 60 percent of the City's total area. Including the unincorporated areas to the north, 75 percent of the planning area currently exists as open space. The flood control lands traverse the City in a north-south direction

TABLE IV-2

NATIVE AND DROUGHT-TOLERANT PLANTS

	<u>Native Plants</u>	<u>Drought-Tolerant Plants</u>
Trees	Coast live oak (<u>Quercus agrifolia</u>)	California pepper (<u>Schinus molle</u>) California sycamore (<u>Platanus racemosa</u>) Toyon (<u>Heteromeles arbutifolia</u>) Elderberry (<u>Sambucus mexicana</u>)
Shrubs	California buckwheat (<u>Eriogonum fasciculatum</u>) California poppy (<u>Eschscholzia californica</u>) Chamise (<u>Adenostoma fasciculatum</u>) Lupine (<u>Lupinus longifolius</u>) Monkey flower (<u>Mimulus longifolius</u>) Sunflower (<u>Encelia californica</u>) Yellow bush penstemon (<u>Penstemon antirrhinoides</u>) Yerba santa (<u>Eriododictylon trichocalyx</u>) White sage (<u>Salvia apiana</u>)	Cottoneaster (<u>Cottoneaster lactea</u>) Holly leaf cherry (<u>Prunus ilicifolia</u>) Purple leaf hopseed (<u>Dodonea viscosa</u> "atro-pureres") Scrub oak (<u>Quercus dumosa</u>) Strawberry tree (<u>Arbutus unedo</u>) Sugar bush (<u>Rhus ovata</u>)
Groundcover		Coyote bush (<u>Baccharis pilularis</u> "Twin Peaks") Bearberry (<u>Arctostaphylos uva-ursi</u>)

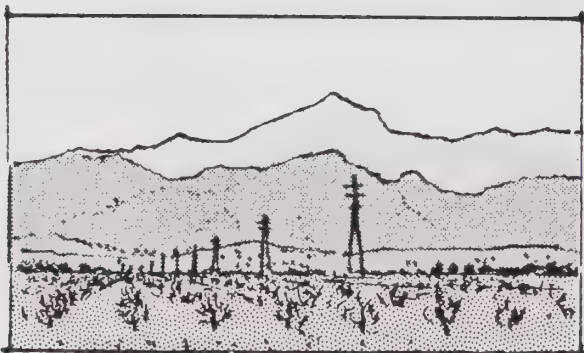
along the creeks and channels. Unlike the agricultural and private vacant lands, these corridors will not be developed. Consequently, they will play an even greater role in the future--not only will they function to protect public safety but they will also provide visual relief and opportunities for outdoor recreation. The other open spaces, which are privately owned, are rapidly being depleted. The growth in Rancho Cucamonga between 1970 and 1979 brought 33,497 more persons and 10,253 housing units. Public and private recreational areas and utility corridors also provide open space.

LOCATION OF OPEN SPACE

The community of Alta Loma, with the exception of a few citrus groves and windrows, shows little evidence of having been an area for agricultural production. Although the area is subdivided into 1/4 acres lots or greater, any illusion of openness that may be associated with large lots is suppressed by the block walls that enclose all subdivision tracts. Visual relief in the form of open space is offered by the citrus groves and windrows, as mentioned above, by the foothills that rise steeply at the City limits, by the recently acquired 40 acre Heritage Park and by the flood control lands along the Cucamonga Creek and Demens Channel.

South of 19th Street, much of the City's vacant lands are privately owned. Unless the City initiates action to purchase the land and maintain it for open space purposes, vacant areas will be filled in with development. Open spaces in this area at the time the City is fully developed will include the public school grounds, the public parks, the Cucamonga Creek, and the private Red Hill Country Club atop Red Hill.

The character of the City east of Haven Avenue is still one of openness and a rural atmosphere. However, this situation will change radically over the next ten years. Two large planned communities are proposed for the area bounded by Foothill Boulevard,



Highland, and Etiwanda Avenues. Over 3,900 acres of vacant and inactive agricultural lands will be replaced by a new community almost as large as the present City. Similarly, south of Foothill Boulevard, between Haven and the Devore Freeway, Zone B of the industrial area is rapidly being committed. To the extent that the large planned communities are under single ownerships, there is a rare opportunity to ensure that adequate attention be devoted to providing open space during the design of the communities. Both Deer and Day Creeks, which cross this area, are key elements of the regional open space network.

Other areas of the City east of Haven Avenue are also predominantly undeveloped. These areas include Etiwanda, the area around Chaffey Community College, and the area southeast of the Devore Freeway and north of the heavy industrial activities. Again, the City has the opportunity in these areas to ensure that development preserves the maximum amount of open space, especially where it lies adjacent to flood control lands or other publicly held lands.

Environmental constraints in the foothills include flood, fire hazards, geologic, and seismic hazards. In order to ensure public safety, this area should be left, for the most part, natural, offering residents a scenic and recreational resource with limited development potential. The San Bernardino National Forest lies immediately north of the foothills and provides recreational opportunities for the entire region.

OBJECTIVES

The objectives and policies that guide the City's decisions on open space resources are found throughout this Plan. The basic premise of those objectives and, in parentheses, the portions of the Plan where the main discussion can be found, are summarized below.

- o Promote a well-designed, continuous system of open spaces to preserve the qualities of

openness and to define the City boundaries and the identity of neighborhoods and districts. (Community Design)

- o Develop a continuous system of open spaces to facilitate provision of an integrated recreational facilities
- o Maintain open spaces to preserve lands with natural resource and scenic values. (Environmental Resources, Community Design)
- o Maintain open spaces where flood, fire, geologic, or seismic conditions may endanger public health and safety. (Public Health & Safety)

POLICIES

- o The City shall preserve the open space character of the foothills and encourage the County to adopt and implement a similar policy.
- o The City shall designate the creeks, channels, utility corridors, and transportation rights-of-way as major elements of the open space network.
- o The City shall determine appropriate guidelines for setbacks and landscaping of creeks, channels, etc., in accordance with the objectives and policies contained in this Plan, in order to provide a visual and experiential link with the surrounding environment.
- o Open space and tree landscaping should be used to define neighborhoods and district boundaries, and to delineate edges between the natural and built environment.
- o Open space and tree landscaping should be used to define neighborhoods and district boundaries and to delineate edges between the natural and built environment.
- o The City shall seek to develop their park system, as described in the Recreation

section of the Public Facilities Element, so that it affords open space relief as well as recreational opportunities to all neighborhoods in the City.

- o Landscaping and trail systems shall be used as a means to connect the local recreational/open space network with the regional recreational/open space network.
- o The City shall encourage the County to develop the regional trail system, to expand Cucamonga-Guasti Regional Park, and to develop the proposed Chaffey Regional Park for passive recreation, and scientific and educational purposes.
- o The City shall develop plans for the civic center and City central park that will ensure their roles as major elements of the local open space system.
- o As part of the local open space network, historic centers should be upgraded and to the extent possible developed as centers for the districts around them. They will function as key focal points and reminders of the City's heritage.
- o A Specific Plan should be developed for the hillside area.
- o The City shall regulate land uses to prohibit development where excessive slopes and land instability may endanger public health and safety.
- o In areas with moderate constraints including but not limited to fire, soil erosion, slopes, and seismic hazards, development should be restricted and the area predominantly maintained as open space or as low intensity development, as determined justifiable by further site investigations.
- o Prior to any development within the hillside residential category, appropriate environmental studies should be conducted to determine land hold capacity and site development constraints. In no event, however, will development exceed a residential density of two units per net buildable area.

- o A primary purpose of the open space land use designation is for protection of environmentally sensitive lands. However, there may exist limited opportunities for development in areas where slopes do not exceed 30%. An open space zone category should be developed which establishes criteria for any development within the open space areas. Any residential development in the open space category should not exceed an average density of 1 unit per net buildable 10 acres.

ENERGY

Residents of Rancho Cucamonga enjoy a quality of life which in large part is made possible by the consumption of energy resources. In this respect, City residents are no different from the residents of similar communities elsewhere in California and the United States. Energy consumption pervades all aspects of daily life in Rancho Cucamonga; this consumption pattern is both direct and indirect.

Direct energy conservation includes the energy use to heat or cool structures, to communicate, and to provide lighting or illumination. A significant amount of energy is used for transportation of people or goods. It is within these categories that Rancho Cucamonga can do most to promote energy conservation.

Indirect energy consumptions are less obvious forms of energy use. Typically, this kind of consumption would include energy embodied in the production of materials or goods. For example, energy embodied in the construction of a house includes the production and transportation of lumber and masonry and the energy consumed on the construction site. Indirect energy conservation is more likely to require greater involvement than just area residents.

Estimated energy consumption in Rancho Cucamonga in 1978 and at buildout is shown in Table IV-3. The energy which is directly

TABLE IV-3
TOTAL ENERGY USE IN RANCHO CUCAMONGA

	<u>Delivered Energy²</u>		<u>Gasoline/ diesel/ liquid fuel (10¹² Btu)</u>	<u>Primary Energy³ (10¹² Btu)</u>
	<u>Natural Gas (10¹² Btu)</u>	<u>Electricity (10¹⁶ Kwh)</u>		
<u>Existing¹</u>				
Residential	1.22	103.1	-	1.06
Commercial	1.56	39.3	0.40	-
Industrial	1.90	292.9	4.90	-
Passenger Transportation ⁴	-	-	4.60	4.60
Agriculture	0.012	0.0008	-	-
Public Authorities	<u>0.0003</u>	<u>19.9</u>	<u>-</u>	<u>-</u>
TOTALS	4.67	455.2	4.60	10.96
<u>At Buildout</u>				
Residential	1.379	248	-	3.247
Commercial	0.487	271	-	2.675
Industrial	2.135	654	-	6.705
Passenger Transportation ⁵	<u>-</u>	<u>-</u>	<u>5.935</u>	<u>5.935</u>
TOTALS	4.001	1173	5.935	18.562

NOTES:

1. Based on 1978 figures from Southern California Edison and Southern California Gas.
2. Delivered energy is the energy received at the point of end use.
3. Primary energy is the energy required to provide the delivered energy; it includes conversion and transmission losses of electricity production at an overall efficiency of 30 percent.
4. Passenger transportation includes fuel used by residents for private vehicles but excludes commercial, industrial, and transit energy use. 1975 data on person trips was obtained from Caltrans, converted, and updated to 1978 vehicle trips. Trip length data from Caltrans and an average fuel efficiency of 14.8 miles per gallon for 1978 are used to arrive at the number of gallons of fuel consumed in trips destined for or originating in the City and in trips internal to the City.
5. Passenger transportation assumes an average fleet vehicle efficiency of 27.5 miles per gallon (EPA estimate for 2000) and the current statewide average of 8160 vehicle miles travelled per person:

$$\frac{8160 \text{ VMT} \times 160,000 \text{ residents}}{27.5 \text{ mpg}} = 47.48 \text{ million gallons}$$

$$= 5.935 \times 10^{12} \text{ Btu}$$

consumed is imported, nonrenewable energy; that is, energy derived from sources whose supply is finite and which will be either unavailable or in short supply in the long-term future. Since these nonrenewable energy resources are imported into the City from either domestic or foreign sources, their cost and availability in the short-term will depend on factors and events beyond the control of the residents and business firms of Rancho Cucamonga. Equally important, reliance on imported energy resources represents an outflow of dollars from the community, only a portion of which returns to the City in revenue to local government, wages and salaries to local residents, or profits and dividends to local businesses and stockholders.

An important issue confronting Rancho Cucamonga is whether the City residents should continue to rely exclusively on imported, nonrenewable energy resources. It is obvious that energy will become increasingly difficult and costly to obtain as the world's supply of nonrenewable resources diminishes.

Rancho Cucamonga can commit itself to a greater energy efficiency by replacing total dependence on imported, nonrenewable energy resources with reliance on renewable energy resources. Potential domestic renewable energy sources include solar and wind energy, recycled municipal solid waste (waste paper materials, cans, and bottles), and plant materials (lawn and shrubbery cuttings). Achievement of greater energy efficiency will also require the more efficient use of those nonrenewable energy resources.

Compared with communities which are committed to a nonrenewable energy consumption pattern by virtue of a pre-existing development pattern, the City of Rancho Cucamonga, as a developing urban community, has a tremendous opportunity to realize energy conservation, which will in turn mean increased economic stability and assurance that persons who live and work in Rancho Cucamonga will continue to enjoy their present quality of life. Policies which encourage greater energy conservation are discussed through-

out the General Plan. To clearly establish public recognition of this commitment, however, it is important that it be separately stated in the objective and policies which follow.

OBJECTIVES

The objectives enumerated below and the subsequent policies, in conjunction with those expressed in the Land Use, Circulation, Housing, and Community Design Elements, are intended to guide the City's actions toward achieving greater energy efficiency.

- o Encourage more efficient use of energy resources.
- o Replace total dependence on nonrenewable, imported energy resources with reliance on locally available energy resources to a degree which is feasible and in accord with the capacities of these resources.
- o Update program and policies in line with "state of the art" changes.

POLICIES

Implementation

- o Programs designed to achieve a sustainable energy future shall utilize the level of implementation which is capable of effecting a desired policy. In other words, regulatory programs should not be used where incentive or educational policies will accomplish the desired result. Conversely, the City should not hesitate to adopt regulatory approaches where necessary.
- o Implementation programs shall afford City residents and business persons maximum flexibility to develop their individual approaches to achieving energy objectives.
- o Highest priority shall be given to programs which provide jobs and other economic benefits within the City.

- o Proposed implementation programs shall be carefully analyzed to determine their long range implications, and programs which may foreclose future options for energy efficiency and renewable energy use shall be avoided.
- o An Energy Conservation Advisory Committee made up of professionals within the energy field should be established which can provide guidance on potential energy conservation techniques.

Government

- o City governments, and other local public agencies, including school and special districts, as consumers of energy, shall provide models for actions in the private sector by undertaking and publicizing energy efficiency and renewable energy resource programs.
- o City government and local public agencies shall include energy efficiency and renewable energy resources use as criteria for approving capital and operational expenditures.
- o City government and local public agencies shall investigate state, federal and utility grant opportunities to participate in innovative and experimental renewable energy resource programs, provided such participation does not directly or indirectly result in a diminution of services to residents or an increase in their tax burden.

Land Use and Circulation

- o Through the General Plan, the City shall encourage the development of a land use pattern which achieves maximum efficient use of the embodied energy investment represented by public facilities, such as streets, water, sewage, and drainage systems.
- o Land development decisions shall encourage creation of a land use pattern which reduces operational energy requirements, especially for transportation purposes, by:
 - Avoiding patterns which result in single-purpose automobile trips, and instead, encouraging patterns which result in multi-purpose trips.

- Developing land use patterns which may be easily served by local transit and linked with regional transit.
- Developing land use patterns which provide employment and housing opportunities for City residents.
- o Land development decisions shall explicitly provide for solar access, both for residential and non-residential land uses, and shall encourage the use of easements to guarantee access.

Residential Structures

- o Clustering of residential structures, including common or shared wall construction, shall be encouraged consistent with policies contained in the land use element of the General Plan.
- o Energy conservation standards for new residential construction, as contained in Title 24 of the California Administrative Code, shall be periodically reviewed to identify opportunities for adopting standards which more closely respond to local conditions, especially in the area of passive design to reduce cooling loads.
- o The energy efficiency of existing residential structures shall be increased through public education and financial assistance to low- and moderate-income families.
- o Cooperation with local energy utilities and full utilization of the residential energy conservation programs they offer shall be aggressively pursued with respect to both existing and new residential structures.

Commercial Structures and Facilities

- o Programs designed to achieve energy efficiency and renewable energy resource use in the commercial sector shall respect the great variation in energy use and individual circumstances which is present in this sector.
- o The review and approval of development applications for commercial complexes, including neighborhood, community, and regional shopping centers, shall explicitly address their energy consumption characteristics and shall incorporate measures

Industrial Facilities

designed to increase energy efficiency and the use of renewable resources.

- o Cogeneration and use of waste process heat for domestic space and water heating purposes shall be encouraged in the industrial sector.
- o Consistent with policies contained in the Land Use and Housing Elements, housing opportunities within the City shall be related to industrial employment opportunities.
- o Programs designed to achieve energy efficiency and renewable energy resource use in the industrial sector shall respect the great variation in energy use and individual circumstances which is present in this sector.
- o Where feasible, programs for resource recovery and recycling shall be explored.
- o Design criteria for active and passive solar applications should be established.

IMPLEMENTATION

Implementation of the Environmental Resources Super-Element calls for consideration of various planning tools, including regulatory devices, review procedures, land acquisition, governmental coordination and education.

Figure IV-3, Open Space Plan, indicates those lands that are to be designated as permanent open space. These areas are defined as areas where slopes exceed 40 percent or where there is a potential for landslides. It also indicates areas that are to be preserved as open space but may be developed subject to site investigations and design review. These areas are designed on the Open Space Plan as Hillside Residential.

Implementation of the above policies for land, water, biology, and open space is presented as an open space action program, in satisfaction of Government Code Section 65564. The

FIGURE IV-3 OPEN SPACE PLAN

Figure IV- 3

OPEN SPACE PLAN

NATURAL RESOURCE PROTECTION

 STREAMSIDE WOODLAND & WATER RECHARGE AREA

 SPECIAL VEGETATION

HAZARD PREVENTION

 EXCESSIVE AND UNSTABLE SLOPES

RECREATIONAL OPPORTUNITY

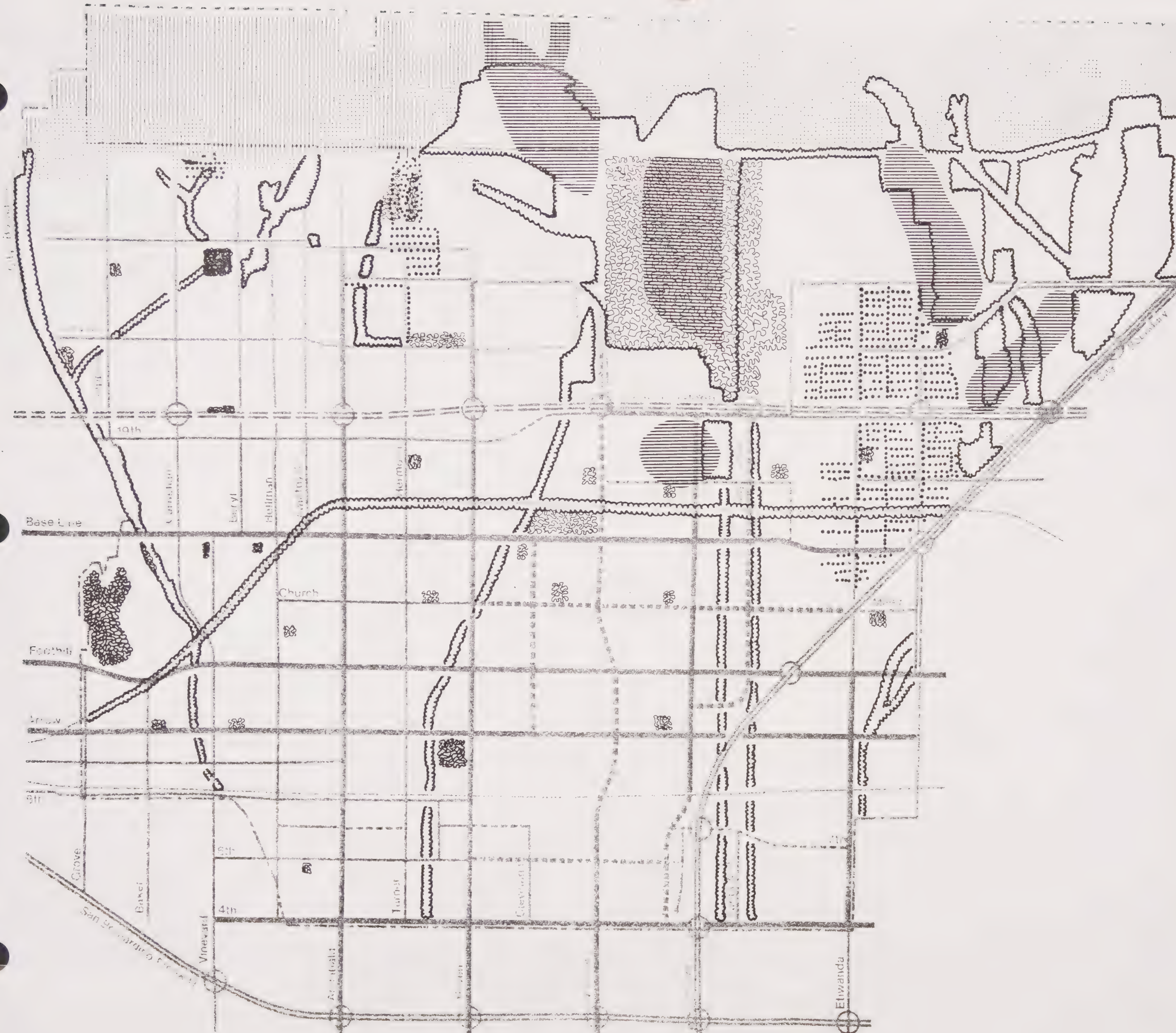
 EXISTING PARK

 PROPOSED PARK

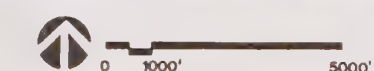
 FLOOD CONTROL LANDS AND UTILITY/TRANSPORTATION R.O.W.

LIMITED DEVELOPMENT

 HILLSIDE RESIDENTIAL



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implementation techniques which the City should pursue are aimed at two primary goals: ensuring that development practices are consistent with sound natural conservation policies and that areas hazardous to public health and safety or of significant biological importance remain as permanent open space. The proper balance of implementation techniques relies on the purpose of the intended land use.

Implementation of the energy policies is intended to provide maximum flexibility for individual approaches. Regulatory programs should not be used where incentive or educational approaches can accomplish the desired results.

REGULATION

The use of regulations is generally appropriate as the primary implementation device in situations where the intent is to prevent unsafe development in hazardous areas or to prohibit development practices which will adversely affect other properties or areas. Examples of such situations include development in hillsides areas, in areas susceptible to erosion hazards, in groundwater recharge areas, and near waterways. Basically, the intent of preserving these areas in their natural state can still be satisfied while the land is held in private ownership. Where land is expected to be developed, regulatory devices can effectively implement the policies of conservation and management of the environmental resources.

The zoning ordinance revisions, for the purposes of accomplishing the energy objectives, would address definitions to include terms pertinent to solar and wind energy; lot size, configuration, and orientation and building height, setback, and coverage to facilitate solar access; permitted and accessory uses to facilitate renewable energy resource systems; parking lot shading requirements; energy sensitive criteria for amendments, use permits, variances, and other land use entitlements; etc.

Planned Unit Development. Standard zoning and subdivision procedures are typically designed for level, developable areas. In areas of steep slopes, habitat value, scenic views, or groundwater recharge, special design treatment is required to address these special concerns. The planned unit development option enables the City to require the developer to employ design and construction techniques that are responsive to the environmental resources on the site, and to the potential use of solar and other renewable energy resources.

Such development proposals will be reviewed carefully by the City Planner and Building Official to ensure that the development is responsive to the policies espoused herein, particularly with respect to riparian community protection, geologic and seismic hazard mitigation, fire hazard abatement, preservation of the natural features of the site, solar access, and reduction of embodied energy.

Specific Plan. The state-authorized specific plan technique provides the county and cities with an alternative regulatory measure to mandatory planned unit development. Specific area planning can be employed to insure that proposed developments adequately consider hazards to safe development and natural resource values. The technique is particularly appropriate for larger development sites with a complex variety of natural and man-induced conditions and land use needs. Specific plans may include, but are not limited to, mapped analyses of soil, geologic, seismic, flood, noise and visual conditions, and related controls on grading, building, building location, density, drainage, wildfire and flood protection, noise abatement, open space, circulation and access, landscaping and landscape preservation, public facilities, and natural resource protection.

The specific plan is, in effect, a publicly prepared and adopted planned unit development proposal. Such studies also provide an integrated and efficient means of environmental impact assessment. Specific plan preparation could be financed by groups of

interested developers as part of the EIR process, or could be paid for through special assessment district procedures. Preparation of a specific plan for the Hillside Residential area should be encouraged by the City.

Hillside Ordinance. In order to protect the City's hillsides and foothills and to maintain their open space character, the City shall prepare a hillside ordinance consistent with the policies identified in this Plan. The ordinance should incorporate the following provisions.

- o Limitations on development due to on-site soil, geologic, seismic, hydrologic, and slope conditions.
- o Limitations on development due to off-site soil, geologic, seismic, hydrologic, and slope conditions which could lead to disruption of road and utilities serving the site.
- o Limitations resulting from the inability to provide reasonable on site road access.
- o Limitations resulting from high fire hazard potential.
- o Limitations resulting from portions of the site with high natural habitat value.
- o Limitations resulting from the need to prevent soil erosion and sedimentation that would indirectly affect the viability of natural habitat areas and the water quality and flow of related areas.
- o Limitations resulting from the need to protect view corridors or from the need to preserve the natural character of the hillside.

The ordinance would vary the allowed density based upon the slope of the site. Areas with slopes less than 10 percent would be developed at the density of the underlying zone, and areas where the slope exceeds 10 percent, reductions in density would result from a consideration of the factors enumerated above.

Energy Ordinances. If individual approaches and incentive programs are not accomplishing the energy goal, the City should not hesitate to consider regulatory mechanisms. The following ordinances should be considered to further the energy policies.

- Growth Management Ordinance revised to include the new Title 24 Standards for new residential construction proposed for adoption in 1981.
- Retrofit Ordinance to install energy conservation measures on existing structures.
- Solar Pool and Hot Tub Ordinance prohibiting natural gas heaters as the primary energy source.
- Solar Access for Photovoltaics Ordinance requiring industrial projects to be sited to facilitate photovoltaic electrical generating units.

Subdivision Regulation. In accordance with Government Code Section 66473.5, the City shall deny approval of a final or tentative map if the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, or if the design of the subdivision or the type of improvement is likely to cause serious public health problems.

As discussed in the Public Facilities Element, developers shall be required to submit proposals consistent with the multi-use trail system and to dedicate easements for trails. Also, as a condition for approval of a final or parcel map, the dedication of land to the City or in-lieu payment shall be made by developers for the purpose of providing recreational facilities.

The subdivision design standards shall be revised to implement the Solar Rights Act of 1978 and shall include modifications to address structure orientation for solar access solar easements functional landscaping,

street layout and cross-sections to reduce embodied energy costs.

Creek Management Ordinance. Where still feasible, the City shall consider the drafting of a creek management ordinance which could be adopted either as a separate ordinance or as an integral part of the zoning ordinance and/or subdivision regulations. It would codify policies related to setbacks from creeks and would limit or prohibit development within a given distance of the stream. A developer would be required to permanently reserve the creek and adjacent land for open space use by dedication of title to the City (fee simple or less than fee), deed restrictions assigning maintenance responsibility to a homeowner association in perpetuity, or deed restrictions on the affected parcels. The developer could also be required to undertake specific landscaping and to install portions of bicycle, pedestrian, and equestrian trails.

REVIEW PROCEDURES

The California Environmental Quality Act (CEQA), adopted in 1970, was enacted to protect the environment from adverse impacts of public and private projects. Information on the environment and the potential impacts to that environment resulting from implementation of a proposed project is detailed in an environmental impact report (EIR). The EIR must include discussions to the extent they are relevant on the project's impacts on the area's natural resources, including topography, prime agricultural land, air and water quality, valuable natural habitats, rare or endangered species, etc.

The City's EIR guidelines shall be revised to include consideration of the resources described in the Plan, including on-site energy impacts. The EIR must also identify mitigation measures to minimize the impacts of a project and alternatives to the proposed project that may be more environmentally responsive. The EIR and proposed project are then made available for public review during

which time interested citizens have the opportunity to comment and make suggestions for improving the project and reducing the anticipated environmental impacts.

LAND ACQUISITION

Land may be acquired by public purchase or secured indirectly by dedication, either as an outright gift or as part of an approved subdivision or planned unit development plan which designates portions of the site as open space preserves. Public acquisition should be used when the primary intent is for public land use, such as for park or recreation purposes.

In accordance with the objectives of providing a well-designed open space and outdoor recreation network (Figure IV-3), Open Space Policy Plan identifies those sites, generally, that are most suitable for development as recreational areas. These sites occur primarily in the western half of the City, where future development may preclude the use of large areas for recreational opportunities. In the eastern half of the City, policies described in the Recreation section of the Public Facilities Element call for the dedication of land by developers for park and recreational purposes. Therefore, the priorities for the City's open space acquisition program are concentrated where this mechanism is less available.

The sites marked for park and recreational development (see Figure IV-3) and which should be considered by the City as sites for acquisition include:

- Hermosa Grove
- City Central Park
- Park site at Church Street between the Pacific Electric Rail Line and Hellman
- Park site on Church Street near Center Avenue
- Park site west of Vineyard on Arrow Route
- Park site east of Vineyard on Arrow Route

INTERGOVERNMENTAL COORDINATION

Within the City's sphere of influence between the northern City limits and the San Bernardino National Forest, the City's authority to prescribe land use regulations is limited because this area is under the jurisdiction of the County.

Legally, the County has all ultimate decisions regarding land use in this area. The County does, however, have to submit all proposed rezonings to the City for review and comment. The City through its comments should indicate that it is the City's policy to maintain the area north of the present City limits predominantly in open space and with limited development potential in areas where environmental constraints are significant. Any development approved in this area should be responsive to the natural resources. Similarly, the City shall comment on the environmental impacts of proposed projects through the EIR review process.

In accordance with Government Code Section 66473.5, the City shall deny approval of a final or tentative map if the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, or if the design of the subdivision or the type of improvements is likely to cause serious public health problems.

The City should work with Chaffey College, the County and other knowledgeable groups to identify areas as important for scientific, educational, and resource protection purposes. The purpose would be to balance the objectives of resource conservation and management with the desire to develop the area for residential units.

EDUCATION

The primary mechanisms for achieving a greater energy efficiency for Rancho Cucu-

monga will be a Citywide Energy Conservation and Management Program. The initial step in this program is through coordination of energy conservation efforts. Educating the public concerning energy conservation and use of renewable energy resources will be a major responsibility of an Energy Coordinator.

In order to disseminate information and heighten public awareness of energy use and conservation, an Energy Coordinator should monitor the City's success in meeting its energy objectives and periodically revise them to reflect new opportunities for saving energy and using renewable energy sources; work with local school districts to incorporate energy education into school curriculum; provide information programs to the public on energy issues, assist developers and builders throughout the permit approval process in the use of energy efficient techniques and renewable energy sources; and work with local organizations to facilitate their energy educational programs.

In addition, various demonstration projects and feasibility studies should be explored for future application.

V. PUBLIC HEALTH AND SAFETY

INTRODUCTION

The Public Health and Safety Super-Element contains provisions that relate to the protection of life, health, and property from natural hazards and man-created hazards. The super-element is designed to identify areas where private and public decisions on land use need to be sensitive to hazardous conditions cause by slope instability, seismic activity, flood, fire, noise, and wind. It also considers man-made threats to the community's well-being, such as criminal activities and the mechanisms for preventing them. It further serves to inform individuals, firms, and public agencies of the City's policies on the type of land use permitted, how and where to build public facilities, and which type of public services should be provided.

Legal Basis

State Planning Law requires cities and counties to identify hazardous conditions and to prepare and implement policies to assure public health and safety. The following sections of the Government Code are addressed by this Super-Element

- o Section 65302(d) which requires preparation of a conservation element to establish guidelines for conservation, development, and utilization of natural resources including flood plains.
- o Section 65302(e) which requires preparation of an open-space element which is to include special management of areas that may endanger public health and safety.
- o Section 65302(f) which requires preparation of a seismic safety element consisting of an identification and appraisal of seismic hazards.

- o Section 65302(g) which requires preparation of a noise element that quantifies the community noise environment and serves to guide development to achieve noise compatible land uses.
- o Section 65302(i) which requires provisions for protection of the community from fires and geologic hazards.

Policies are formulated to respond to each potential hazard. However, it is unrealistic to think in terms of a completely hazard-free environment, as natural and man-made hazards are always present. Consequently, the policies contained herein implicitly take into account the cost versus the benefits of hazard prevention.

GEOLOGIC HAZARDS

The San Gabriel Mountains constitute the most dominant visual feature in the region. Running in an east-west direction, they are part of the Transverse Ranges, which are composed of igneous and metamorphic rocks, dating back to Mesozoic times (over 65 million years ago). The mountains were formed when the earth underwent a series of upward movements. The planning area sits on a gently sloping plain between the base of the mountains and valley to the south. This plain is part of a single geologic unit known as the Perris structural block. Several faults have been mapped within this block, including the San Jose fault, less than 2-1/2 miles west of the City, and the Red Hill fault, which cuts diagonally across the City itself. Based on topographic and apparent groundwater peculiarities, additional fault traces may cross the City.






Various types of alluvial deposits can be seen in Figure V-1 as one moves from the mountains toward the south. (Alluvial deposits are materials deposited by streams draining from the mountains.) The alluvial deposits are 500 to 1,000 feet thick at the edge of the mountains. Southeast of the

FIGURE V-1 SLOPE AND GEOLOGIC MAP



**Figure V-1
SLOPE AND
GEOLOGIC
MAP**

SLOPE

-  0 - 10 %
-  10 - 20 %
-  20 - 30 %
-  30 - 40 %
-  40 % +

SURFICIAL GEOLOGIC UNITS

- X** Crystalline Rock
- Qoa** Older Alluvium
- Qf** Fan Deposits
- Qal** Younger Alluvium
- Qar** Active River Deposits
- Qws** Windblown Sand

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Red Hill these deposits are nearly 1,400 feet thick. The thickness of the deposits corresponds roughly to their age. Those found in the Red Hill area are believed to have been deposited during Pleistocene times, more than 10,000 years ago. They range from coarse gravels to fine-grained deposits. Younger deposits are less fine grained and lie in areas below the canyons along the mountain front in the valley south of the City, and in some areas adjacent to major drainage courses. The distribution of alluvial sediments below the surface is not well known. The material underlying these sediments within the City is assumed to be crystalline rocks similar to those exposed in the mountains to the north. The southeastern part of the City is subject to active blowing sand and include some small dunes and other thin concentrations of loose sand.

SLOPE

The topography of the City exists primarily as a gradual incline in a southerly direction from the base of the San Bernardino mountains. With the exception of Red Hill, slopes greater than 10% exist within the sphere of influence area north of the City limits, and can exceed 40%. The likelihood of some land disturbances such as soil erosion and landslides, increases on land with slopes exceeding 30%. Development at slopes greater than 30 percent requires special engineering design features, becomes difficult to serve with public services, and is more susceptible to landslide hazards. Above 40 percent, slopes are considered to be excessive and unsafe for development purposes. Figure V-1 illustrates the slope characteristics of the planning area.

EROSION HAZARDS

Soil erosion is a function of soil type, as well as slope, rainfall intensity, and ground-cover. It is aesthetically displeasing, accounts for many dollars in loss of valuable

soil, and often induces even greater rates of erosion and sedimentation. Sedimentation is simply the accumulation of soil as a result of erosion. Construction activities can be a major cause of erosion and sedimentation. It is through the deposition of eroded soil that erosion and sedimentation can impose significant damage. Sediment covers and ruins lawns, roads, and play areas. It further reduces the hydraulic capacity of ditches, drains, and culverts, and can fill streams, lakes, and man-made water impoundments. This reduces their storage capacity and increases flood potential. Soil associations found in Rancho Cucamonga are mapped in Figure V-2. The main associations, Tujunga-Delhi and Tujunga-Soboba, are well-drained and are not very susceptible to erosion, although the loose texture of the Tujunga-Delhi can result in moderate erosion during strong winds. Potential erosion hazards may likely occur from untreated exposed soil in areas characterized by the Friant-Escondido Association. These areas are found in the foothills in the northern portion of the study area.

UNSTABLE SLOPES

Landslides induced by seismic activity, by heavy rains, or by construction activities, present a risk to human life and property located in or directly below hill areas. Earthquake shaking frequently triggers rapid slides on unstable, sloping land. This factor can greatly increase the magnitude of earthquake-related damage, injury and loss of life, disruption of utilities, and blockage of public and private access in or at the base of hill areas. Areas prone to landslides require a sufficient amount of open, undeveloped space to ensure public safety.

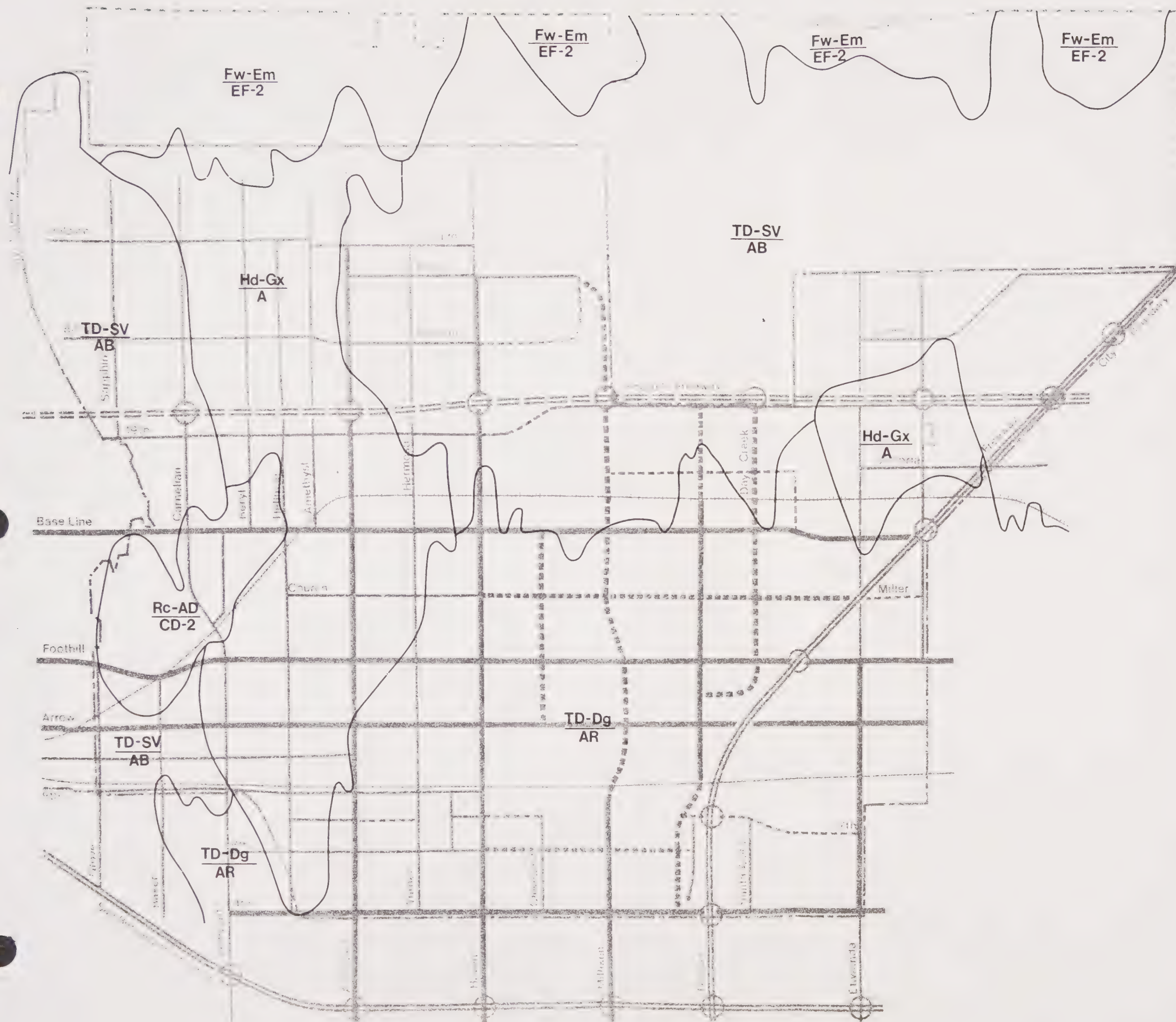
No existing landslides have been identified within the City, although a few have been mapped in the foothills. The bluffs along upper Cucamonga Creek have the highest potential for failure because of undercutting by flood flow on the stream. South facing slopes in the foothills appear to be relatively

FIGURE V-2 SOILS, DEVELOPMENT SUITABILITY

Figure V-2 SOILS, DEVELOPMENT SUITABILITY

SOILS ASSOCIATIONS, SLOPE

<u>Hd-Gx</u> A	Hanford-Greenfield, 0-2%
<u>TD-Dg</u> AR	Tujunga-Delhi, 0-2%
<u>TD-SV</u> AB	Tujunga-Soboba, 0-5%
<u>Rc-AD</u> CD-2	Ramona-Arlington, 5-15%
<u>Fw-Em</u> EF-2	Friant-Escondido, 15-50% eroded



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stable. On a relative scale, south facing slopes of less than 30 percent probably have a low potential for failure. The potential for slope failure on any slope greater than 30 percent is moderate. Those slopes facing east, west, and especially north should be considered to have a high potential for failure because of the probability of adversely oriented fractures in the rocks.

Areas subject to geologic hazards are approximately delineated in Figure V-3. Areas subject to slope instability contains slopes 30 percent or greater on crystalline rock or older alluvium surficial geologic units excepting south facing slopes.

OBJECTIVES

The objectives enumerated below, in conjunction with those expressed in the Land Resources section, and the subsequent policies shall guide the City's decisions on development in areas subject to geologic hazards.

- o Restrict development from areas with unsafe soil conditions.
- o Require geologic or soil engineering investigation for developments proposed in special geologic study areas.
- o Require special construction features in the design of structures where site investigations confirm potential geologic hazards.

POLICIES

- o Soil defined as having conditions that may constrain development are indicated in Figure V-2. The Friat Escondido and Ramona Arlington soil associations are not suitable for on-site wastewater disposal. Development not on public sewers within areas generally defined as being either of these associations shall be permitted only

after site specific investigations have been conducted that demonstrate the soils are suitable and the disposal of wastewater will not degrade the subsurface water quality.

- o The Tujunga-Delhi soil association may have soil bearing capacities that could limit some development. Structures proposed on this soil type should be permitted only after a site specific investigation has been performed that indicates the soils can adequately support the weight of the structure.
- o The City shall not permit development in areas where the slope exceeds 40 percent. These areas shall remain natural because of the difficulties of providing public services, emergency services, and road access.
- o On potentially unstable slopes, the Building Official can require preparation of a detailed foundation investigation that grading and construction activities be performed to prevent potential slope movement.
- o The City Building Official and City Engineer shall establish minimum setbacks along the bluff of the Cucamonga Creek to minimize property damage, injuries, and possible loss of life from failure of the ground. Foundations should be set back from waterways a sufficient distance to prevent undercutting. This distance should be determined by a soils engineer for all proposed multifamily residential, commercial, or industrial development. For single-family residential development and other minor construction, the City Building Official and City Engineer will inform the builder of a safe setback from the waterway.


SEISMICITY


The City of Rancho Cucamonga is situated in an historically active earthquake area. Records of early explorers and settlers


FIGURE V-3 GEOTECHNICAL HAZARDS

The map displays a city grid with a proposed transit line highlighted in red. The grid consists of horizontal and vertical streets. Key labels include 'Base Line' at the top, 'Foothill' on the left, 'Miller' in the middle right, '7th' at the bottom right, 'Pavon' at the bottom, 'Cibola' at the bottom, and 'Howard' at the bottom. A red dashed line runs diagonally from the bottom left towards the top right, passing through several blocks. A red solid line follows a similar path but is slightly offset. A red dashed line also runs horizontally across the middle of the grid. The map includes various street names and a legend in the bottom right corner.

SEISMIC HAZARDS:

 **ALQUIST - PRIOLO
SPECIAL STUDIES ZONE**

 **CITY ADOPTED
SPECIAL STUDIES ZONE**

 **FAULT**

attest to seismic events as far back as 200 years. Work by the California Division of Mines and Geology and others have shown that Rancho Cucamonga is in the vicinity of several known active and potentially active faults, including the San Andreas, San Jacinto, Cucamonga, and Red Hill. The fault system in the region is shown in Figure V-4.

The potential hazards associated with seismic activities can be classified into four types: seismic rupture, ground shaking, ground failure, and seismically induced inundation. The first three hazards are discussed here; the last is discussed with flood hazards.

GROUND RUPTURE

Ground rupture is the fracturing of the earth's surface. Ruptures causing a surface displacement in excess of an inch or two beneath a building, transportation facility, utility line, aqueduct, etc., can result in severe structural damage. Consequently, it is essential to recognize potential faults and their likely activity in order to protect public health and safety.

The region surrounding Rancho Cucamonga is laced with faults. The Cucamonga fault runs east-west along the northern City limits. The potential for future activity on the Cucamonga fault is readily apparent from displacement of the ground surface which indicates repeated faulting within the past 10,000 years. The maximum credible earthquake that can be expected from the fault is a 7.0 on the Richter scale. (The San Fernando earthquake which shook southern California in February 1971 was a 6.5.) A second known fault, the Red Hill fault, runs diagonally through the center of the City from the northeast around Etiwanda to the southwest around Red Hill. The northeastern end of the Red Hill fault has apparently displaced recent soils and is considered capable of ground rupture (6.5 on the Richter scale) and shaking at an intensity that poses unacceptable risk for a proposed

structure. Other faults, not yet detected, could induce further damage, although the magnitude of the ground rupture is unlikely to exceed those already recognized in Figure V-4.

GROUND SHAKING

Ground shaking is the movement of the earth in response to a seismic event. The intensity of the ground shaking is a function of the magnitude of the earthquake, distance from the epicenter, and subsurface conditions. This hazard with lateral ground movement is the primary cause for collapse of buildings.

There is little doubt that Rancho Cucamonga will undergo strong seismic shaking in the future. The greatest concerns in the planning area are the Cucamonga and Red Hill faults. During a severe earthquake, high frequency shaking can be expected in areas of bedrock such as the hills north of the City. Small, rigid structures are more likely to experience damage from this type of shaking. Conversely, low frequency shaking can be expected in areas underlain by deep alluvium (see Figure V-1). Structures in this area would be subject to less damage potential. At the estimated maximum credible earthquake for the Cucamonga fault (7 on the Richter scale), bedrock accelerations have been calculated at 60-95 percent of the force of gravity. For the Red Hill fault (at 6.5 on the Richter scale) similar calculations result in accelerations of 70-80 percent of the force of gravity.

GROUND FAILURE

Ground failure is the inability of the earth to maintain its strength. This hazard, which typically occurs because of ground shaking, is manifested as liquefaction, differential compaction, or subsidence. Liquefaction occurs when ground shaking forces water between particles of loose or

FIGURE V-4 REGIONAL FAULT SYSTEM



**Figure V-2
SOILS, DEVELOPMENT
SUITABILITY**

SOILS ASSOCIATIONS, SLOPE

$\frac{Hd-Gx}{A}$	Hanford-Greenfield, 0-2%
$\frac{TD-Dg}{AR}$	Tujunga-Delhi, 0-2%
$\frac{TD-SV}{AB}$	Tujunga-Soboba, 0-5%
$\frac{Rc-AD}{CD-2}$	Ramona-Arlington, 5-15%
$\frac{Fw-Em}{EF-2}$	Friant-Escondido, 15-50% eroded

medium dense soils, causing them to become fluid and liquefy like quicksand. Differential compaction occurs when soils of different densities settle at varying rates, resulting in tilting or uneven land surfaces. Subsidence, like differential compaction, is the uneven local settlement of the surface, but is caused not by different soil properties but by withdrawal of fluid from the ground or by a seismic event.

Areas prone to differential compaction are difficult to identify. The former marshes are probably subject to this potential hazard. Some phenomena such as peat oxidation, which can cause subsidence of overlying ground, could be considered a differential compaction problem where it occurs in small areas near the surface. Compaction due to removal of fluids affects fine grained sediments more than coarse grained sediments; the thickest deposits within groundwater basins tend to subside more than the thinner edges of the basins. The thickest part of the Chino groundwater basin is south of Red Hill. If the basin subsides, this area may experience minor ground cracking that is concentric around the subsiding area. Also, the Cucamonga groundwater basin may be drawn down at a different rate than the Chino basin. Differential subsidence, therefore, could occur across the Red Hill fault causing ground cracking. In addition to ground cracking, irregular subsidence could cause tilting, which could affect linear structures such as flood control channels and gravity flow systems such as sewers and pipelines.

OBJECTIVES

The objectives enumerated below and the subsequent policies shall guide the City's decisions on development in areas subject to seismic hazards.

- o Apply a minimum level of acceptable risk to structures and use of land in seismically hazardous areas based upon the nature of use, importance of the use to public safety

and welfare, and intensity of use (see Table V-1).

- o Restrict the location of critical structures and facilities from geologically hazardous areas, unless no alternative is available (see Table V-1).
- o Support seismic research through appropriate actions by all public agencies.
- o Require special construction features in the design of structures where site investigations confirm potential seismic hazards.

POLICIES

- o Any major subdivision, emergency facility, or other type of structure that attracts numbers of people, is open to the general public, or provides essential community services should not be permitted within an Alquist-Priolo Special Study Zone, as shown in Figure V-3.
- o The most probable locations of future fault rupture are within the special studies zone as designated on the maps compiled by the State Geologist under the Alquist-Priolo Geologic Hazards Zone Act. Any proposal for development within the zone shall include a report by a certified engineering geologist on the location of fault traces whether previously recognized or not, within the development area. No structures for human occupancy other than one story wood-frame structures shall be permitted within 100 feet of an active or potentially active fault trace. Woodframe structures for human occupancy shall not be located within 50 feet of an active fault trace.
- o Restrictions which apply within state designated Fault Hazard Special Studies Zones shall also apply to the City adopted Special Studies Zone for the Red Hill fault. Any proposal for development within the zone shall include a report of investigations by a certified engineering geologist

TABLE V-1

SUITABILITY OF DEVELOPMENT IN GEOLOGIC/SEISMIC HAZARD AREA

LAND USES	POTENTIAL HAZARDS											
	I. GROUND RUPTURE Across Known Fault Elsewhere In Special Studies Zones Other Areas			II. SEVERE SHAKING On Deep Alluvium On Stiff Soils (Older Alluvium) On Rock			III. GROUND FAILURES Liquefaction In Identified Potential Hazard Zone Other Areas			IV. Differential Compaction, Local Subsidence In Identified Potential Hazard Zone Other Areas		
	A.	B.	C.	A.	B.	C.	A.	1.	2.	B.	1.	2.
Critical Structures (Hospitals, fire, police and communications facilities)	x	x	-	-	-	-	x	-	-	-	o	-
High Occupancy Buildings (Theaters, meeting facilities, large commercial buildings)	x	x	-	-	-	-	-	-	-	-	o	-
Dependent Population Facilities (Schools, institutions, detention facilities)	x	x	-	-	-	-	-	-	-	-	o	-
High and Medium Rise Buildings (greater than 2 stories)	x	x	-	-	-	-	-	o	-	o	o	-
Low Rise Buildings (Res. & Com.) A. High Density B. Medium Density C. Low Density	x	-	o	-	-	-	o	-	-	o	o	-
Utilities (Water, gas, electricity, telephone, sewer)	x	-	o	-	-	-	-	o	-	o	-	-
Transportation Facilities	x	-	o	-	-	-	-	o	-	o	o	-
Water Storage Facilities (Flood control and infiltration basins, tanks)	x	-	o	-	-	-	-	o	-	-	-	-
Industrial Buildings (Heavy construction and equipment)	x	-	o	-	-	-	-	o	-	o	o	-
Open Space (Parks, golf courses, mineral extraction areas, agricultural land)	o	o	o	o	o	o	o	o	o	o	o	o

o = Permitted without restrictions.

- = Requires site investigation and possibly special design.

x = Prohibited unless no other viable alternatives.

on the location of fault traces within the development area. Where faults cannot be specifically located, the probability of fault rupture shall be investigated and, where appropriate, buildings shall be designed to accommodate foundation offsets while retaining structure integrity.

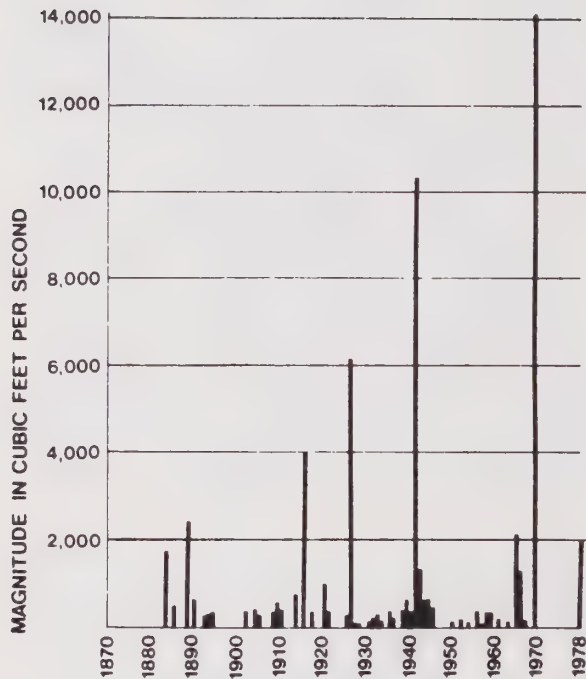
- o All proposals for critical structures, regardless of location in the City, shall include investigations of the geologic and engineering conditions of the site. Critical structures include those facilities required to maintain order and to provide emergency services following an earthquake such as police and fire stations and hospitals. Where appropriate, building design shall include allowances for offset of building foundations resulting from surface displacement. The City Building Official shall require critical structures within the City to be designed to remain functional following the maximum credible shaking at the site of the structure.
- o Potential sites for grade separated interchanges on existing and proposed highway construction within the Alquist-Priolo Special Study Zones should be reviewed by the City Engineer.
- o All proposed major utility lines, including gas lines, power transmission lines, water distribution lines, and sewer lines, should be prevented from crossing a potentially active fault. Where alternate routes are not possible, facility design must satisfactorily demonstrate adequate systems of valves, switches and other equipment to minimize danger to the surrounding development. Where appropriate, such systems should include devices capable of shutting off gas flow in the event of a pipeline rupture.
- o The City should encourage cooperation of the County and surrounding communities in a program to improve the data base of geologic/seismic information. The data base should be used as part of normal development review procedure. The data base should include information in fault locations

and potential activity, and the response of subsurface geology to possible future earthquakes.

- o The City should encourage cooperation from state and federal agencies in further investigating the extent of potential fault activity in the region.
- o When deemed appropriate by the City Building Official, proposals for all structures other than single-story wood-frame dwellings may require a report of site investigations of subsurface conditions by a certified engineering geologist or registered civil engineer specializing in soils engineering. The intent of these investigations is to more clearly define conditions which may affect the intensity, period and/or duration of seismic shaking relative to the design of the proposed structure. If considered necessary by the City Building Official, the seismic design features of the proposed structure shall be reviewed and approved by a civil engineer specializing in seismic structural design.
- o Because seismic shaking will have the most severe impacts on the City, the City shall commit itself through the school districts and police and fire agencies to educating the public on appropriate action during and after the earthquake, evacuation routes, and the location of health care facilities.
- o Because of the difficulty of precisely identifying areas of potential ground failure, appropriate site investigations shall be required for all projects proposed for areas underlain by former marshes, or by sediments that differ laterally in composition or degree of existing compaction as shown in Figure V-3. In the event that the site investigation identifies areas prone to ground failure, all proposed site modifications, structures, roads, and utilities shall be in accordance with recommendations of a registered civil engineer.
- o The City shall undertake an inventory of the engineering properties of soils within

the City to improve the data base on areas of potential ground failures. Existing borings and geotechnical engineering reports shall be used to prepare the inventory which shall address soils prone to liquefaction, differential compaction, shrinking and swelling.

FLOOD HAZARDS



Flood hazards in Rancho Cucamonga are especially significant. Storms at the beginning of 1980 caused \$0.5 million in property damage as rocks and debris swept down many of the City's north-south streets. Records maintained by the San Bernardino Flood control District show "great" floods have hit the county several times during this century in 1916, 1938, and 1969.

Although the U.S. Army Corps of Engineers and the San Bernardino County Flood Control District are constructing extensive flood control works, the flood potential of the entire West End remains a serious threat. The completion of the Cucamonga Creek project, will afford protection to the western portion of the City. The eastern half is still subject to flood water emerging from the Deer, Etiwanda and San Sevaine drainage basins.

INUNDATION BY STORM EVENT

A major factor contributing to Rancho Cucamonga's flooding problems has been the intensive development of residences and commercial establishments. In the past, some of the heavy rains would get absorbed into the ground and seep down to the water table. However, as development spread and more and more of the natural groundcover was replaced by housing tracts, pavement, shopping centers, and parking lots, less water was able to seep into the ground. The only place where water could go was down the north-south streets or into unimproved drainage ditches.

As a result, portions of the City fall within the 100 year Flood Plain which is an area of land subject to potential inundation by a storm whose intensity occurs on the average of once every 100 years. Figure V-5 shows boundaries which may have areas subject to flooding during a 100 year storm. Upon improvements to both Cucamonga Creek and Deer Creek, flood hazard areas will be significantly diminished west of Milliken Avenue. Floodwaters in the City have seriously damaged homes, vehicles, and roads, as well as threatened lives. Moreover, the debris and soil carried by the flood waters are deposited on local streets, private yards, and driveways, resulting in significant maintenance and repair costs.

Communities subject to flooding can participate in the federal flood insurance program. This program offers flood insurance to property owners in flood prone areas. In return for the coverage, the participating community is required to regulate new development in hazardous areas. As a member of the federal program, Rancho Cucamonga has already adopted standards for flood protection that relate to minimum building elevation, floodproofing, and anchoring.

SEISMICALLY INDUCED INUNDATION

Seismically induced inundation refers to the flooding of surrounding development because of the failure of water retention structures during a seismic event. Wave action in confined bodies of water, known as a seiche, is not a major problem in Rancho Cucamonga. If one did occur, the effects would probably be limited to the stability of the tank or dam confining the water.

There are, however, numerous retention basins, levees, and other flood control works throughout the City subject to breakage. Failure of these structures, particularly the Day Creek reception levee, the east levee of the Day Creek spreading grounds, or Alta Loma Basins 1 or 2, would result in substantial property damage downstream.

The Cucamonga fault passes through the Deer Creek reception levee, and the Red Hill fault, as mapped, passes through the reception levee and east levee of Day Creek. Both of these works currently afford some protection to development south, although neither Deer nor Day Creek channels are capable of handling major flood flows. Flood flows broke out of the spreading ground areas and channels during the 1938 and 1969 major floods. Outbreaks in the event of a seismic event would result in the potential inundation of the entire area between Deer and Day Creeks.

Alta Loma Basins 1 and 2 are recognized by the State Office of Emergency Services as dams capable, in the event of failure, of causing injury or loss of life. The office has prepared maps indicating the inundation path based on the dam structures and their rapidity and likelihood of failure.

OBJECTIVES

The objectives enumerated below and the subsequent policies shall guide the City's decisions on development in areas subject to flood hazards.

- o Apply a minimum level of acceptable risk to structures and uses of land, commensurate with the potential for flood damage.
- o Require special construction features in the design of structures located within flood hazard areas.
- o Encourage the on-site retention of stormwater.
- o Encourage open space land uses and the construction of water-retaining structures in the unincorporated area north of the City to reduce flood risks and to enhance groundwater recharge.


FIGURE V-5 FLOOD HAZARDS

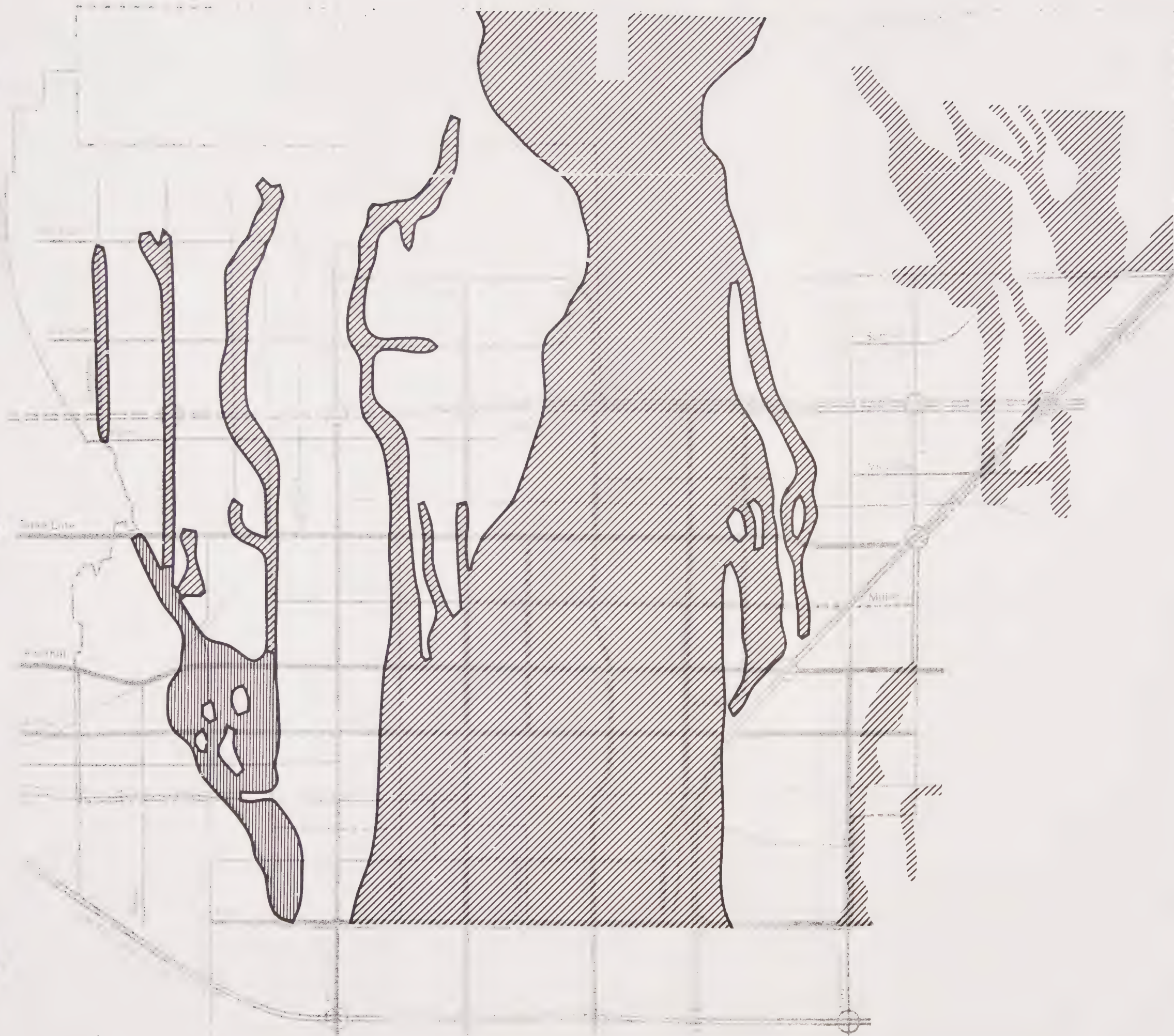
**Figure V-5
FLOOD
HAZARDS**

 FLOOD HAZARD AREA -
Overflow Limits of 1969 Flood

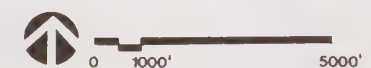
100 YEAR FLOOD PLAIN

 1' DEPTH

 2' DEPTH

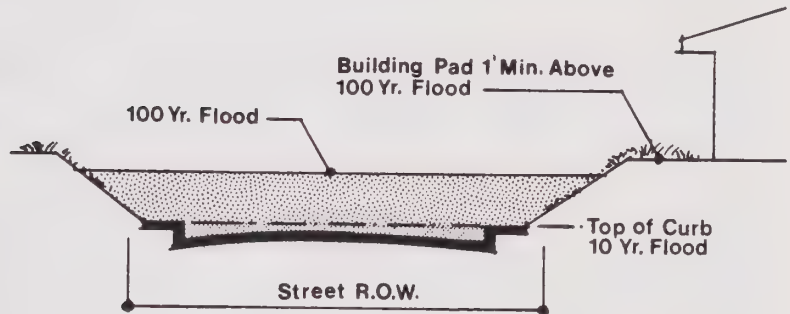


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POLICIES

- o The ground flood elevation of any development proposed for human occupancy within the flood hazard area shown on Figure V-5 shall be constructed above the projected flood depth for the 100-year flood event.



- o The 100-year flood plain zones including the stream channel and the adjacent lands designed to carry the design flood flows of the stream shall be protected and maintained through strict limitations on land use and road construction. To carry out this policy the following guidelines on development within the flood plain should be observed.
 - Critical facilities (i.e. those facilities which should be open and accessible during emergencies) should not be permitted.
 - Passive recreational activities are permissible.
 - Road construction standards should allow for passage of flood of water under the road surface, unless a diking effect is desired.
 - Commercial centers should not be permitted, unless all standards regarding elevation, anchoring, and floodproofing have been satisfied.

- o Lands in the unincorporated area north of the City should remain essentially devoted to open space uses. Any development shall be carefully regulated, especially with respect to construction of extensive impermeable surfaces. Residential development in these areas should be clustered to retain the maximum amount of open space.
- o No development shall be permitted which would interfere with existing channel capacity or would substantially increase erosion, siltation, or otherwise disturb the watercourse.
- o All existing and proposed development within the designated flood hazard area shall be adequately floodproofed and secured to prevent flotation. Specific floodproofing measures may include permanent sealing of grade level openings; use of paints, membranes, or mortar to reduce water seepage through walls; installation of watertight doors, bulkheads, shutters, and similar closures; installing of floodwater pumps in structures; and proper modification of all electrical equipment, circuits and appliances so that they are protected from inundation by the 100-year flood.
- o The City shall encourage re-evaluation of the present 100-year flood plain, because the boundaries of this are will change as the area develops and with completion of the Cucamonga Creek project.
- o The City and County shall encourage the construction of upstream floodwater retention devices such as ponds (dams) and/or diversion channels.
- o The City and County shall encourage all new development to include on-site floodwater retention measures. Specific measures may include fin dam roofs, parking lots with permeable surfaces, rock terracing with dense vegetation cover, and Dutch drains.

- o The City should promote the recommendations of the State Office of Emergency Services and the County Flood Control District on maintaining and improving the water retention structures within and north of the City.
- o The City should encourage safety investigations of all levels and water detention structures by the owners of these structures. As a guideline, safety investigations should include:
 - a thorough inspection of the dam, levee, or retention structure assessing in particular the potential for earthquake induced failure;
 - an identification of the likely characteristics of a potential failure, i.e, the area which must be evacuated, evacuation times, and inundation profiles (flood profile); and
 - recommendations to improve the structure and to minimize the effects of failure.

FIRE HAZARDS

Wildfires are a potentially dangerous hazard to development located in forest and shrub areas. The severity of wildfire problems is influenced by four factors: vegetation, climate, slope and people.

The amount of wildland vegetation available as potential fuel for a fire is called fuel loading. The extent and severity of fuel loading is dependent upon the type and amount of vegetation in a particular area. Light fuels are considered to be flammable grasses and annual herbs; brush and shrubs less than six feet in height are considered to be medium fuels; and heavier brush and timber over six feet is considered to be heavy fuel. The foothills on the northern perimeter of the City are covered with a dense growth of flammable chaparral type vegetation such as chamise, manzanita, ceanothus, and scrub oak. The chaparral type is among the most hazardous wildland fuels in the world.

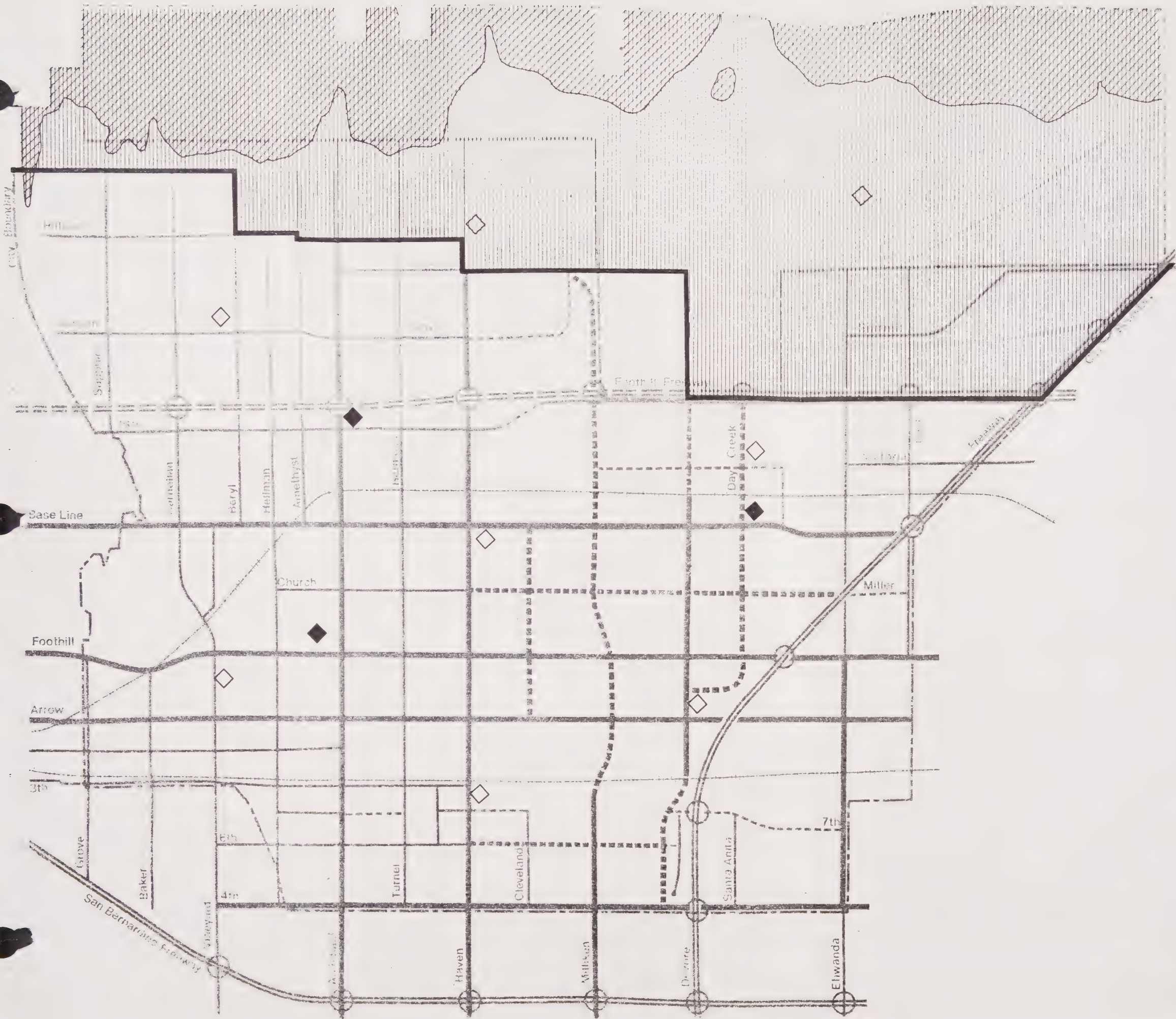
Most of the large fires in southern California occur when the marine air flow is replaced by the dry Santa Ana winds after a long, dry period. Wind speeds may reach 100 miles an hour in exposed areas and relative humidity frequently approaches zero. Since the Santa Ana winds are from the north, wildland fires may be driven down upon the community, preceded by showers of burning embers which can be carried more than one mile ahead of the advancing fire.

Development of residences on steep slopes or brush covered hillsides is an additional source of hazard. For example, development in hilly areas often necessitates narrow, twisting roads which do not provide adequate access for fire equipment.

The recent rapid residential development and intrusion into the lower foothill area of Rancho Cucamonga creates a significantly greater amount of risk than the agricultural uses in previous years. The increased number of structures located against the base of the foothills creates additional problems in controlling a wildland fire. When the weather is dry and the winds blow, it is common for numerous fires to be burning at the same time. Present wildfire-fighting techniques are designed to control wildland fire where the optimum time and place for control can be chosen. However, if homes are endangered, efforts are concentrated on protecting those homes. The result is longer and more costly fires.

The Etiwanda area and the entire area north of the City limits are susceptible to fires because of fire-prone vegetation, poor access by fire fighting equipment, lack of water service and inadequate water pressure at fire prone elevations, and atmospheric conditions that exacerbate fire hazard conditions. High fire risk areas are identified in Figure V-6. These areas are hilly and covered with a dense growth of flammable chaparral type vegetation. The designated area encompasses the County's Fire Zone No. 2 and additional areas considered potentially hazardous by the City.

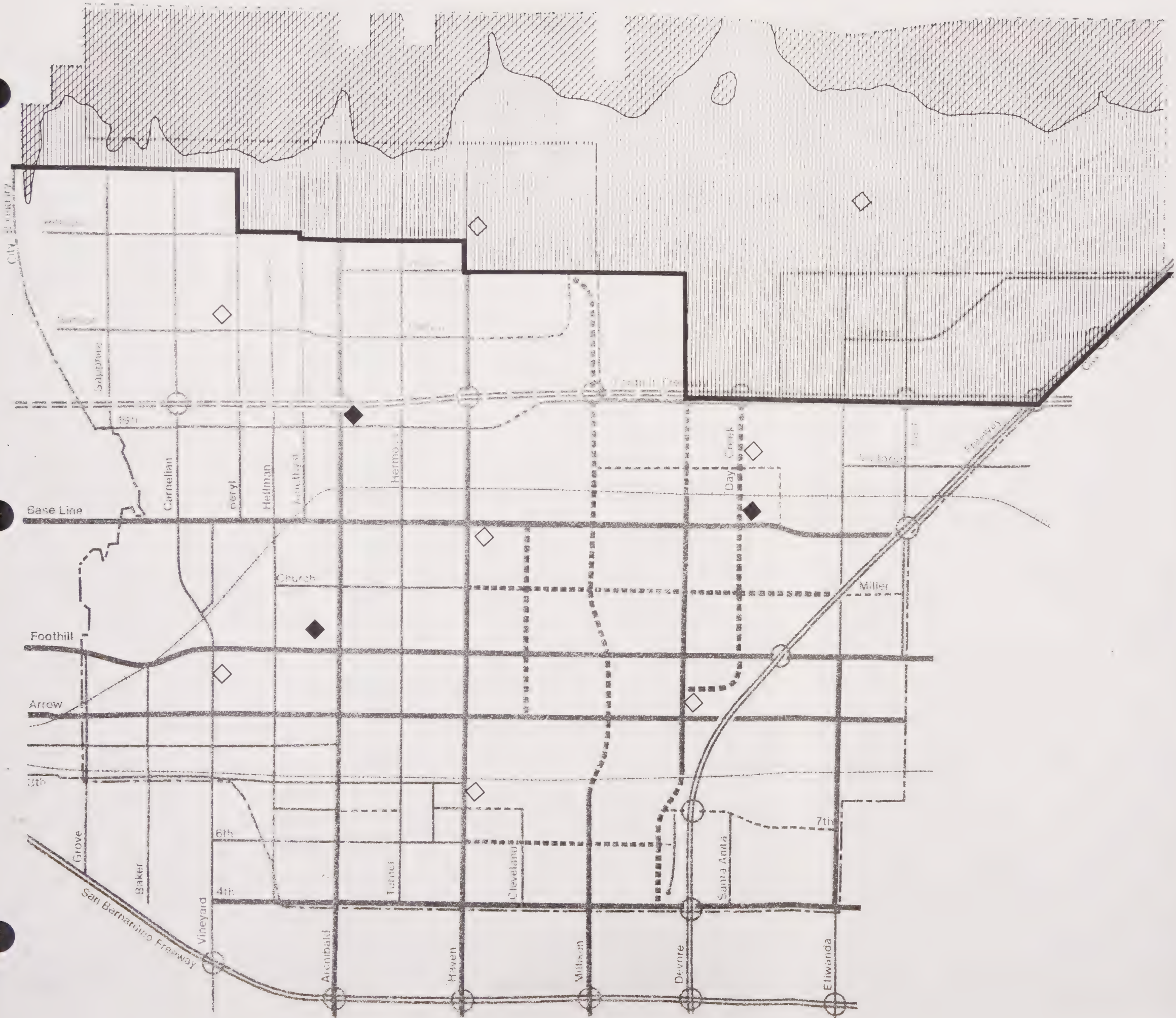
Figure V-6
FIRE HAZARDS AND
FIRE STATIONS



- HAZARDOUS AREAS
- HAZARDOUS AREAS -
> 20% SLOPE
- EXISTING FIRE STATIONS
- PROPOSED FIRE STATIONS *

* The sites shown may not be currently owned nor is the location site specific. The depiction of a site is an indication of a projected future need that may be adjusted over time as the City develops.

Figure V-6 FIRE HAZARDS AND FIRE STATIONS



- HAZARDOUS AREAS
- HAZARDOUS AREAS - > 20% SLOPE
- EXISTING FIRE STATIONS
- PROPOSED FIRE STATIONS*

* The sites shown may not be currently owned nor is the location site specific. The depiction of a site is an indication of a projected future need that may be adjustat over time as the City develops.

Records of past years show a potential of wildland fires occur annually in the Rancho Cucamonga area. A wildland fire has the potential of becoming a major fire of a magnitude similar the Meyers fire of 1970, which burned over 33,920 acres and resulted in more than \$245,000 in damages to structures and personal property.

OBJECTIVES

The objectives enumerated below, and the subsequent policies, shall guide the City's decisions on development in areas subject to wildfire risks and on provision of adequate fire-fighting services.

- o Require adequate water supply and pressure for all proposed development in accordance with Foothill Fire District standards.
- o Require land management programs to prevent fuel buildup and to allow access by fire-fighting services.
- o Establish minimum standards for fire safety throughout the City, especially in the designated high fire hazard areas.
- o Add new policy. Establish potential locations of Fire Stations to provide for adequate level of service.

POLICIES

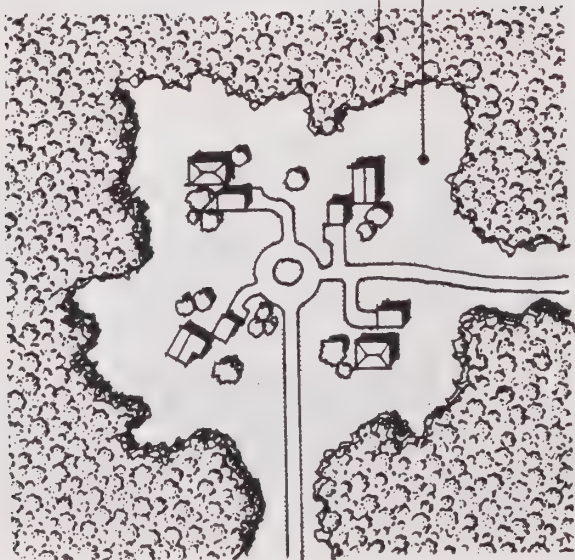
New Fire Station location should be developed at approximate locations as shown on Figure V-6. The timing of Fire Station construction should relate to the rise of service needs of the surrounding area.

The future fire station locations are not now owned by the district nor is the location site specific. The depiction of a fire station is an indication of a projected future need that may be adjusted over time as the City develops.

- o All proposed development shall satisfy the structural fire protection standards contained in the most recent editions of the Uniform Building Code and the Uniform Fire Code.
- o All proposed development shall be adequately served by water supplies for community fire protection.
- o All proposed development shall meet the Foothill Fire Protection District's requirements for safe and ready access for fire and other emergency equipment. The design of roads and street systems should meet the following standards.
 - Each development or phase of development should have at least two different ingress-egress routes.
 - Cul-de-sacs should not exceed 600 feet and should provide a turn-around right of way not less than 90 feet in diameter.
 - Street grades should not exceed 12 percent except for short distances where topographic conditions do not permit lesser grades.

Greenbelt or cultivated
fuel break

Fuel (brush or woodland)



- o In areas designated as high fire hazard, the City and County should undertake or continue programs to minimize fuel buildup around residences and other occupied structures. Such programs should include the establishment and maintenance of a greenbelt or cultivated fuel break between fire risk areas and urbanized areas.
- o The City should undertake programs to manage the interface between light ground fuels and heavy forest fuels so that easily started fires with low burning intensity can be controlled before they have the opportunity to ignite the heavier fuels such as dense chaparral and those of the woodland areas. Such programs should include the following measures.
 - Fire buffers along heavily travelled roads should be created by thinning, discing, or controlled burning subject to

air quality restrictions. Brush, but not woodland canopy, should be cleared from the road for 10 feet on both sides of the road.

- Firebreak programs in risk areas where there are no roads should be continued. Here, a minimum firebreak from 30 to 100 feet should be maintained.
 - The existing rows of eucalyptus should be topped and trimmed, and combustible and dead vegetative material at the base should be removed.
 - The fire hazard posed by existing blue gum species of eucalyptus should be recognized and the feasibility of replacing these trees should be considered.
- o All applications for development in the fire hazard area shall include an interim fuel management program to reduce the risk of fire.
 - o The County and City shall encourage clustered developments to provide for more localized and effective fire protection measures such as consolidation of fuel buildup abatement, firebreak maintenance, fire fighting equipment access, and water service provision.
 - o Fire protection water systems and fire hydrants necessary to serve development within the Foothill Fire Protection District's minimum response time should be in place and operative prior to construction. If required fire flow cannot be met, other mitigation measures, as approved by the Foothill Fire District, shall be provided.
 - o The City, in cooperation with the Foothill Fire District, should develop and adopt ordinances governing the installation of smoke detectors for residences and automatic fire sprinkler systems for specific commercial and industrial buildings.

NOISE

Information presented in this element is intended to help the citizens of Rancho Cucamonga understand the ramifications of planning decisions in terms of noise, to understand better the way that noise levels in Rancho Cucamonga occur, and to understand what the City can do to reduce these levels.

The Noise Element is closely related to the Land Use, Housing, Circulation, and Open Space Elements. A major objective of the Noise Element is to provide guidelines to achieve noise-compatible land uses. The Noise Element, by identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noise, will influence the general distribution, location, and intensity of future land use. Effective land use planning can alleviate noise problems.

Residential areas are one of the most noise-sensitive land uses. Therefore, the Housing Element is directly affected by the Noise Element. Implementation of land use/noise compatibility guidelines can reduce noise impacts in residential location. In addition, proper noise mitigation measures during construction of housing can guard against adverse noise impacts.

The circulation system within the City is one of the major sources of continuous noise. Therefore, the existing and future circulation system identified in the Circulation Element greatly influences the noise environment. The circulation routes including freeways and highways, along with truck routes, should be located to minimize noise impact upon noise-sensitive land use. The location and design of transportation facilities will greatly influence the overall noise environment within the City.

Since noise can adversely affect the enjoyment of quiet activities in open space, the Noise Element is also closely related to the Open Space Element. Conversely, open space can be used as a noise buffer between

incompatible land uses. This technique can reduce community noise levels and also provide usable open space for recreation.

HUMAN REACTION TO ENVIRONMENTAL NOISE

The effects of noise on people can be grouped in three general categories:

- o Subjective effects of annoyance, nuisance, and dissatisfaction;
- o Interference with activities such as speech, sleep, and learning/performance; and
- o Physiological effects such as startle and hearing

Subjective Effects of Noise

About 10 percent of the population is so sensitive to noise that they object to any noise not of their own making. Thus, some complaints occur even in the quietest environments. Another sizable portion of the population (about 25 percent), however, does not react or complain even in very severe noise exposure. In any given noise exposure, therefore, one should expect a variety of reactions from the people exposed, ranging from serious annoyance to no awareness. People can be expected to respond to changes in level as follows:

- o Except in carefully controlled laboratory experiments, an increase or decrease of only one decibel (dB) in A-level* cannot be perceived.
- o Outside of the laboratory, a three-dB increase or decrease in A-level is considered a just-noticeable difference.

*A decibel is a unit for describing the amplitude of sound. A-level is a type of frequency weighting designed to reflect the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the mid-frequency range. The weighting curve is called "A" weighting, and the level so measured is called the "A-weighted sound level", or simply "A-level".

- o An increase or decrease in A-level of at least five dB is required before any noticeable change in community response would be expected.
- o A ten dB increase in A-level is subjectively heard as a doubling in loudness and would almost certainly cause adverse change in community response. A ten-dB decrease in A-level is subjectively heard as a halving in loudness and represents a significant improvement in a noise environment.

It has been demonstrated that if a noise problem is allowed to occur a reduction in noise level of from 5 to 10 dBA more than would have been required in the design stage is often necessary to appease complaints. For this reason it is very important to consider noise control early in the development of a project.

Interference with Speech Communication.

People generally have the ability to hear and distinguish one sound from a background of sounds. For example, one can often hear the telephone ringing over a background of music and conversation. However, this ability has definite limitations. Unwanted sound can interfere with the perception of desired sounds or signals; this interference is called masking. Masking can render a sound or a signal inaudible or unrecognizable. Masking becomes a serious problem when background noise interferes with perception of speech.

Face-to-face personal conversations at the usual distance of about five feet can proceed in A-weighted noise levels as high as 66 dB. In many conversations involving groups of people, distances between speaker and listener of five to twelve feet are common, and the level of the background noise should be less than 50 to 60 dBA. At public meetings or outdoors in parks, yards, or playgrounds, where distances between talker and listener range from twelve to thirty feet, the A-weighted sound level of background noise should be kept below 45 to 55 dBA, if practical speech communication is to be possible.

Interference with sleep. Sleep is a complicated series of states, generally following similar patterns in people of all ages. The amount of time spent in the different states which comprise a night of sleep vary from the drowsy/awake state to the deep sleep state and back again. It has been widely observed that sound can interfere with any of sleep's stages and that people can acclimate themselves to certain noises and sleep through them.

No range of noise levels has been established as the minimum range at which sleep disturbance occurs.

Interference with performance and learning. Noises seemingly begin to interfere with human performance with the A-weighted level exceeds 90 dBA. High frequency noise (above the 1000-2000 Hz) or irregular bursts of noise are more distracting and may produce more performance interference than low frequency noise or steady noise. The performance of tasks demanding accuracy or having a complex series of steps is most likely to be adversely affected, without necessarily reducing the total amount of work performed.

Physiological Effects of Noise.

At any given sound level, individual responses will vary considerably, and physiological effects of a transient or possibly persistent nature may result. Brief sounds at levels exceeding 70 dBA can produce such physiological responses as general constriction of the blood vessels and changes in breathing, size of the pupils of the eyes, and gastric secretions. Steady noises of 90 dBA have been shown to increase tension in all muscles, and influence the response time in a simple choice task. Long-term exposure to levels exceeding 70 dBA can cause hearing loss. While physiological arousal by noise can be beneficial in maintaining response to possible danger, continuing unnecessary arousal to irrelevant sounds can be annoying and possibly damaging to general health.

THE NOISE ENVIRONMENT

Existing Noise Levels

Noise measurements were made throughout the City in November 1979. The noise measurement sites were chosen so that some of the sites would be close to major transportation noise sources while others would be distant from these major noise sources. The data from the sites close to the major transportation noise sources were used to validate the noise exposure contours. The data from the sites distant from major noise sources were used to provide information on the noise environment in those portions of Rancho Cucamonga where noise from a single source does not dominate the noise environment. (Monitoring data are presented in Appendix D.)

The noise exposure contours for the City of Rancho Cucamonga are shown in Figure V-7. The noise contours are shown in terms of the day-night average noise level. (Ldn.)* They depict the existing noise exposure for vehicular traffic on local streets, arterials, and highways which are in or adjacent to Rancho Cucamonga, and trains which use the Santa Fe railroad tracks. These were the only noise sources determined to generate an Ldn level above 60 dB. No industrial plants or aircraft were determined to generate a 60 Ldn contour off their property. Sixty Ldn is commonly accepted as the "cutoff" point in terms of noise measurements beyond which noise levels would be potentially disturbing and annoying. This level is considered "normally acceptable" for all land uses and is consistent with state and federal guidelines regarding protection of the noise environment.

*To account for human sensitivity to nighttime noise levels a descriptor Ldn (day-night equivalent sound level) is used. The Ldn divides the 24-hour day into the daytime of 7 am to 10 pm. Ten decibels are added to the nighttime noise levels. The Ldn is then calculated by logarithmically summing the hourly daytime and weighted nighttime Leq's. The Leq is defined as the equivalent steady-state sound level which in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time period. The Leq is particularly useful in describing the subjective change in an environment where the source of noise remains the same but there is change in the level of activity. Widening roads and/or increasing traffic are examples of this kind of situation.

The City presently has a relatively quiet noise environment. By comparing the noise levels shown in Figure V-7 with the noise and land use compatibility guidelines (Figure V-9 in the following policy section), one can see that the existing land uses are predominantly compatible with the noise environment. As indicated above, the only exceptions are some residential areas located along the major travel routes.

Future Noise Environment

The noise exposure contours projected for the City of Rancho Cucamonga at buildout are shown in Figure V-8. The noise contours are shown in terms of the day/night average noise level (LDn) as were the existing noise levels in the City. In the future, as is the case today, the contours depict the noise exposure for vehicular traffic on local streets, arterials and highways (both existing and proposed) which are in or adjacent to Rancho Cucamonga and for trains which use the Santa Fe railroad tracks. These are projected to be the only noise sources which would generate an Ldn of 60 dB outside of their right-of-way or property boundary.

A comparison of the existing and future noise contour maps shows that noise levels in the City are going to increase significantly in the future. The increase is due to increased vehicular traffic throughout the City. The proposed Foothill Freeway will create the most significant change in the noise environment. Even with 10 dBA of attenuation, noise levels will increase at homes backing up to the freeway as much as 10 dBA. A 10-dBA increase is perceived as approximately a doubling in loudness.

OBJECTIVES

The objectives enumerated below and the subsequent policies are aimed at protecting the citizens of Rancho Cucamonga from excessive noise levels that interfere with daily routine and comfort.

- o Assure that noise levels in noisy areas do not rise above levels compatible with the land uses in those areas.

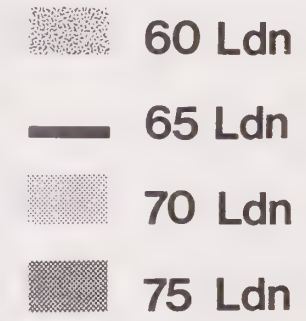
- o Prevent the escalation of noise levels in areas where noise-sensitive uses are located.
- o Encourage creative solutions when potential conflicts between noise levels and land use arise.
- o Develop programs to reduce community noise levels to "normally acceptable" levels where possible.

POLICIES

- o The City shall consider the compatibility of proposed land uses with the noise environment when preparing or revising community and/or specific plans and when reviewing development proposals. Figures V-8 and V-9 should be used by the City as a guide to land use/noise compatibility.
- o The City shall analyze in detail the potential noise impacts of any actions that the City may take or act upon which could significantly alter noise levels in the community.
- o The City shall encourage proper site planning to reduce noise impacts of any actions that the City make take or act upon which could significantly alter noise levels in the community.
- o The City shall encourage proper site planning to reduce noise impacts. By taking advantage of the natural shape and contours of the Site it is often possible to arrange buidings and other uses in a manner which will reduce and possibly eliminate noise impact. Planned unit developments are particularly conducive to site planning techniques. The following site techniques should be considered to reduce noise impacts.
 - Increase the distance between noise source and receiver.

FIGURE V-7 EXISTING NOISE CONDITIONS

**Figure V-7
EXISTING NOISE
CONTOURS**



1979 Ldn NOISE EXPOSURE CONTOURS
(Measurement does not include trains)

**CITY OF RANCHO CUCAMONGA
GENERAL PLAN**

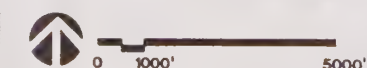


Figure V-8 FUTURE NOISE CONTOURS* RESIDENTIAL

- LOW (< 4 DU's/AC)
- MEDIUM (4-14 DU's/AC)
- HIGH (14-30 DU's/AC)
- MASTER PLAN REQUIRED

- COMMERCIAL/OFFICE
- COMMERCIAL
- REGIONAL COMMERCIAL
- OFFICE

INDUSTRIAL

- OPEN SPACE
- HILLSIDE RESIDENTIAL
- PERMANENT OPEN SPACE

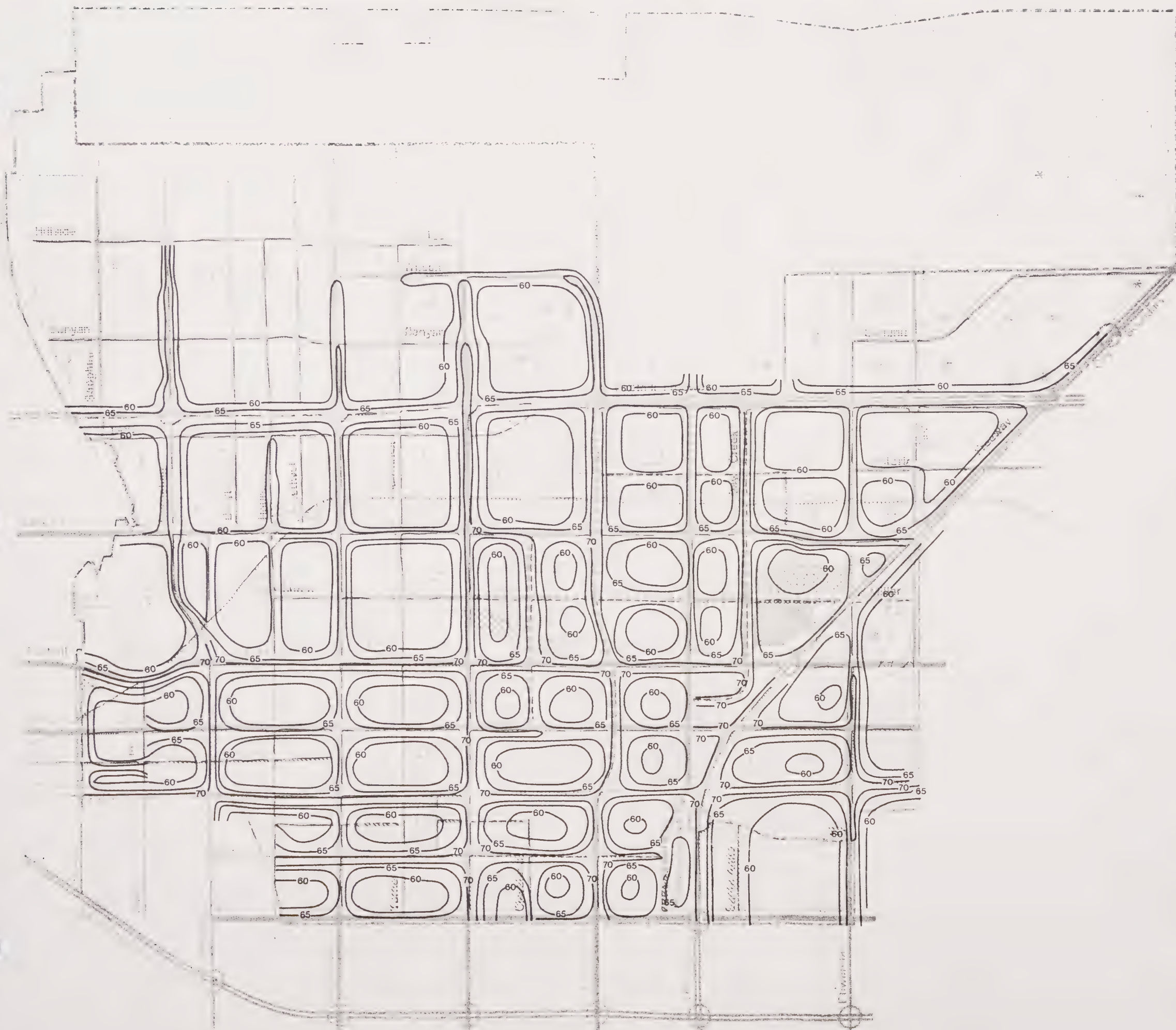
- PUBLIC FACILITIES
- EXISTING PARKS
- PROPOSED PARKS
- EXISTING SCHOOLS
- PROPOSED SCHOOLS
- CIVIC/COMMUNITY

FUTURE NOISE EXPOSURE CONTOURS--Ldn METRIC

—60— NOISE CONTOUR

*PROPOSED FOOTHILL FREEWAY CONTOURS
ASSUME 10dB ATTENUATION

CITY OF RANCHO CUCAMONGA
GENERAL PLAN



LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB							
	55	60	65	70	75	80		
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES								
RESIDENTIAL - MULTI. FAMILY								
TRANSIENT LODGING - MOTELS, HOTELS								
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES								
AUDITORIUMS, CONCERT HALLS								
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS								
PLAYGROUNDS, NEIGHBORHOOD PARKS								
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES								
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL								
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE								

INTERPRETATION



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.



POTENTIALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.



NORMALLY UNACCEPTABLE

New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Figure V-9
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

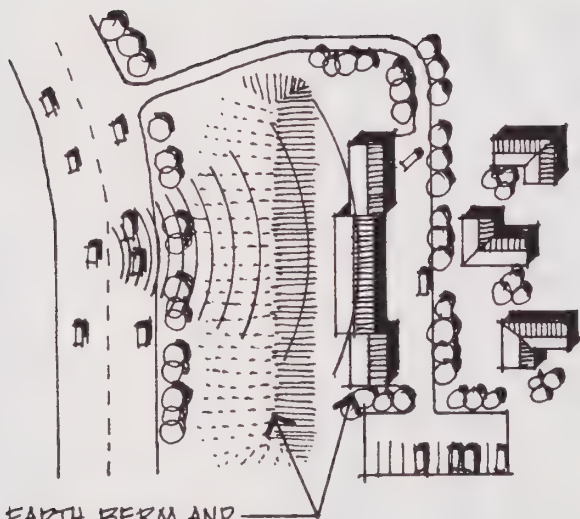
- Place non-noise sensitive land uses such as parking lots, maintenance facilities, and utility areas between noise source and receiver.
- Use non-noise sensitive structures such as garages to shield noise-sensitive areas.
- Orient buildings to shield outdoor spaces from a noise source.

o The City shall encourage developers to consider architectural layouts as a means of meeting noise reduction requirements. As guidelines, the following steps should be considered during building design:

- Bedrooms would be considerably quieter if placed on the side of the house facing away from the major road.
- Balconies facing major travel routes should be avoided.
- Quiet outdoor spaces can be provided next to a noisy roadway by creating a U-shaped development which faces away from the roadway.

o The City shall consider the use of noise barriers or walls to reduce noise levels from ground transportation noise sources and industrial sources. The following guidelines are intended to insure the effectiveness of noise barrier.

- A noise barrier must be massive enough to prevent significant noise transmission through it and high enough to shield the receiver from the noise source.
- The minimum acceptable surface weight for a noise barrier is 4 pounds per square foot (equivalent to 3/4" plywood).
- The barrier must be carefully constructed so that there are no cracks or openings.



EARTH BERM AND
BUILDINGS ACT AS
NOISE BUFFERS

- The barrier must interrupt the line-of-sight between noise source and receiver.
 - Short barriers, regardless of height, provide essentially no reduction in the overall noise level.
 - The effects of flanking can be minimized by bending the wall back from the noise source at the ends of the barrier. Flanking is a term used to describe the manner by which a noise barrier's performance is compromised by noise passing around the end of a barrier.
- o If site planning, architectural layout, noise barriers, or a combination of these measures do not achieve the required noise reduction for the building in question, it may be necessary to modify the building's construction. Indoor noise levels due to exterior sources are controlled by the noise reduction characteristics of the building shell. The walls, roof, ceilings, doors, windows, and other penetrations are all determinants of the structure's overall noise reduction capabilities.
 - o The City should consider adoption of a Noise Ordinance which can be used to set limitations on unwarranted noise including amplified music, public address systems, mechanical construction equipment, barking dogs, etc.
 - o The City shall review federal and state noise control legislation and support legislation which is in the best interests of the City.
 - o The City should work closely with Caltrans to reduce levels along the state highways and freeways through the City. The new transportation facility in the Foothill Freeway corridor should include a minimum of 10 dB of noise attenuation in its design.
 - o The City shall establish noise abatement policies for each new road and for those areas of the City where future land uses would be incompatible with the noise environment. These measures could include

the erection of walls or berms, restriction of building multi-story dwellings within fixed distances of the roads, using open space as a buffer, site planning or architectural treatments.

- o The City should work with the surrounding communities to ensure compliance with the land use and noise compatibility goals and objectives contained in this Noise Element at City boundaries.
- o The City shall monitor and comment on any proposed changes in Ontario International Airport's operations which would affect noise levels in Rancho Cucamonga.

AIR QUALITY

Air Quality is considered within the Public Health and Safety Super-Element because the levels of air contaminants in Rancho Cucamonga frequently are unhealthy. This is only partially due to pollutant sources near Rancho Cucamonga, but is primarily due to Rancho Cucamonga's location downwind of the majority of air pollutant sources in the South Coast Air Basin.

Measure air quality near Rancho Cucamonga currently exceeds the National Ambient Air Quality Standards and California State Air Quality Standards for several pollutants. These standards were established as representing air pollutant exposures below which no adverse health effects are known to occur.

Emergency regulations of the South Coast Air Quality Management District provide for the declaration of "episodes" whenever air pollution concentrations reach or are predicted to reach levels that could endanger or cause significant harm to public health. Stage 1 emergency criteria were reached on 98 days in 1978 in Fontana (the closest monitoring site to Rancho Cucamonga); second-stage emergency criteria were exceeded on 11 days.

The generation of air pollutants is closely linked to land use, transportation and energy use. Land use patterns influence transportation systems greatly. In southern California, transportation is the major component of energy use and the major source of air pollutants. The low density, auto-oriented development pattern typical of southern California over the last 30 years is the major cause of the severe air pollution problems in the South Coast Air Basin. Great progress has been made in the reduction of emission rates from autos and industry, but improvement in air quality has been limited due to the relatively high rate of population growth and vehicle miles travelled (VMT).

OBJECTIVES

The objectives enumerated below and the subsequent policies in conjunction with those in "Land Use", "Circulation", and "Energy", are designed to reduce local air pollutant emissions and minimize health hazards associated with poor air quality.

- o Minimize the generation of air pollutants from projected growth within the City.
- o Organize land uses to encourage the use of modes of transportation other than the automobile, to conserve energy and to support the provisions of the Southern California Association of Government's Air Quality Management Plan.
- o Minimize public health hazards due to air pollution.

POLICIES

- o The South Coast Air Basin Air Quality Management Plan contains actions aimed at achieving compliance with state and federal air quality standards during the 1980's. The policies within that Plan shall serve as the City's general policies on air quality.

- o New land uses should encourage the use of non-motorized travel.
- o Land uses that reduce travel distance or trip generation are to be promoted.
- o Because of the severity of air quality problems in the region, no new major pollution sources should be located in Rancho Cucamonga.
- o Transit, pedestrian and bicycle transportation reduce air pollutant emissions, and are to be encouraged whenever possible.
- o Because smooth-flowing streets result in less emissions than congested streets, adequate street and signal systems should be installed, provided that traffic volumes do not cause local air quality problems. As a guideline, major roadway projects that involve roads carrying volumes in excess of 30,000 ADT or that induce traffic growth should not be undertaken unless air pollution impact studies show that exceedence of the carbon monoxide standards will not occur.

CRIME PREVENTION

The basic cause of crime is generally accepted to be a social problem: the absence of a proper home environment, the lack of job opportunities, and class and racial discrimination. However, the physical environment greatly contributes to the improvement or aggravation of the crime problem. It is the physical environment that can foster a sense of security and reduce the opportunities for crime to occur.

In a sense, households began to lose control over their environment. In terms of crime prevention, sociologists and psychologists speak of one's territory. Within this territory, an individual has knowledge of what is happening and can control or influence what happens. The high rate of growth which dramatically reshaped the City and introduced new households has had the effect of

reducing the territory, and the sense of security that went with it.

Physical design of neighborhoods and individual structures is one means of re-establishing the community's sense of security and ensuring that new development avoids past mistakes.

OBJECTIVES

The objectives enumerated below, and the subsequent policies, shall guide the City's decisions on the provision of adequate crime prevention services.

- o Provide members of the community with a sense of security.
- o Encourage the design of developments that reduces the opportunities for crime to occur.

POLICIES

- o The City shall encourage the use of physical site planning as an effective means of preventing crime. Developers should design open spaces, parking lots, paths, play areas, and other public spaces such that they can be under continuous surveillance by residents or users.
- o To the extent possible, proposed developments shall attempt to provide physical structures where the inhabitants will be given an opportunity and the means to extend their use and sphere of responsibility beyond their front doors. The premise of this policy is that the inhabitant will be more concerned with an expanded area if that area is designed to appear as part of his territory. Possible techniques for expanding an inhabitant's territory include:
 - cluster buildings and choose building types to reduce the number of households sharing a common entryway,

- position buildings and their entries to promote the feeling that the streets are an extension of the resident's territory,
 - place amenities such as recreational areas, open areas, and vegetation within areas defined for the use of particular inhabitants, and
 - mix the private grounds of individual units with adjacent areas.
- o The City shall promote the establishment of neighborhood watch programs for residential areas aimed at encouraging neighborhoods to form associations to patrol or watch for any suspicious activity.
 - o The City shall promote the establishment of crime prevention programs for commercial and industrial areas.

EMERGENCY SERVICES

The purpose of disaster preparedness is to protect the health, safety, and welfare of the general public during and after natural emergencies. Such emergencies include flooding, earthquakes, other geologic hazards, and wildfire. To effectively handle such events requires the coordination of a number of public agencies as well as critical facilities such as the police, fire, ambulance and health services.

The County of San Bernardino has prepared an emergency preparedness program coordinated by the County Communications and Disaster Services. This agency operates the central radio dispatch which allows immediate communications with local government units and hospitals. Four hospitals are in the immediate vicinity of Rancho Cucamonga.

Rancho Cucamonga has established a Disaster Council composed of public officials and the heads of various emergency services. Both the State Office of Emergency Services and the County are contributing technical assistance toward the preparation of emergency and contingency plans.

OBJECTIVES

The objectives enumerated below and the subsequent policies shall guide the City's decisions toward providing an efficient, integrated system of emergency health care.

- o Coordinate with County and neighboring communities in developing a regional system to respond to emergencies.
- o Provide health care facilities to meet the needs of all residents of the City.
- o Support efforts to disseminate information on potential hazards.

POLICIES

- o The City shall prepare an emergency preparedness plan that outlines procedures for action during and after an emergency caused by a natural disaster. The plan should designate a single agency to coordinate and supervise emergency operations and identify evacuation routes, health care facilities, and communication centers. The designated agency should be located in a central location which either houses or has immediate access to the day-to-day emergency services of the City.
- o Primary and secondary routes should be designated for evacuation and access by emergency services. Different routes may need to be identified for different natural disasters. For example, during an earthquake, debris and surface displacement may block routes that may be accessible during a flood event.
- o The City shall establish mutual aid agreements and communication linkages with the County and neighboring communities in order to ensure adequate emergency assistance in time of need.
- o Public education programs fostering awareness of emergency situations and procedures shall be prepared by the City in

coordination with other public agencies. Publicity should be disseminated through the media, public schools, Red Cross courses, and programs with community groups.

MISCELLANEOUS HAZARDS

Two other areas of concern in addition to the hazards already discussed are of particular importance to Rancho Cucamonga: wind and eucalyptus windrows.

WIND

Winds in the Rancho Cucamonga vicinity are generally from the south and west. Breezes during the summer attain speeds of 10-15 miles per hour, on the average. However, these conditions change drastically under Santa Ana conditions, which result in a reversal of the normal wind direction and a significant increase in wind velocity. Under extreme conditions, peak gusts exceed 65 miles per hour and have attained speeds of 100 miles per hour. The strength of these winds can damage structures, uproot trees, and create dust storms in the southern part of the City where the soil type is susceptible to wind erosion.

Santa Ana conditions occur typically in the fall and winter and may last for several days. As the southern part of the City is developed, the severity and frequency of dust storms will reduce substantially. Furthermore, development in the Etiwanda area, where the wind strength is greatest, will be low density and low rise, and thus less vulnerable to structural damage. Consequently, the hazards associated with strong winds are less critical than they were when the area was predominantly agricultural and soil conservation and crop protection were of concern. Nevertheless, the possibility of structural damage exists unless developers design their structures appropriately.

In order to minimize risks to public health and safety, the following policies should be adopted as part of the Design Review process:

- o City should notify all developers, particularly those of multi-story or critical structures, of potential problems of Santa Ana Winds.
- o The City should investigate the use of appropriate building materials which can withstand Santa Ana Winds.
- o The City should advise developers of appropriate construction techniques to withstand Santa Ana Winds.

EUCALYPTUS WINDROWS

The windrows were planted in the past to act as windbreaks and to protect the vineyards and citrus crops. Today, large scale agricultural production is no longer viable and much of the City area that is susceptible to wind erosion is slated for urban development. As a result, the windrows now function as a visual amenity and a visual link to the City's agricultural heritage.

However, the windrows also represent a fire hazard and often lose branches during strong winds. Because they are not maintained well, the debris and growth that occur around the trees are both hazardous and a nuisance. The cost to preserve the windrows is substantial, because the existing Blue Gum species requires a great deal of proper maintenance.

In order to provide for protection of property in the windrow area the following policies are recommended:

- o The City should investigate ways which windrows may be maintained by adjoining land owners.
- o The City should explore options for windrow replacement and/or preservation.

Replacement of windrows may be done selectively with new species of eucalyptus which continue the rural atmosphere but without the hazards of the Blue Gum species.




IMPLEMENTATION

Implementation of the policies formulated to protect public health and safety are founded on the state-delegated police powers. This authority enables cities to take steps to protect public health, safety, and general welfare. Both the City and the County should actively pursue the following regulatory programs and review procedures to ensure that land development in hazardous areas are sensitive to the conditions of the site. It should be recognized that many of the regulatory techniques applicable for open space management are also appropriate for ensuring public health and safety. The Open Space Plan, Figure IV-3, indicates where land should be maintained as open space because of hazardous conditions, among other reasons. The Public Health and Safety Plan, Figure V-10, identifies areas where land is suitable for development, where land may be developed contingent upon action by the developer to minimize potential hazards, and where land should be restricted from development because of the threat to life and property. Highly constrained lands are considered hazardous and include excessive and unstable slopes (see Figure V-3). Moderately constrained lands are also associated with hazards, but with proper planning and design, they can be mitigated. These lands include areas where there are flood hazards (see Figure V-5), Fault Hazard Special Study Zones (see Figure V-3), fire hazards on slopes greater than 20 percent (see Figure V-6), and noise contours exceeding 60 Ldn in residential areas and 65 Ldn in commercial/ industrial areas (see Figure V-8). Identified below are the primary means of implementing the policies described above and the Public Health and Safety Plan.

FIGURE V-10 PUBLIC HEALTH & SAFETY POLICY MAP

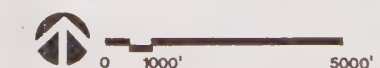
**Figure V-10
PUBLIC HEALTH &
SAFETY POLICY MAP***



-  **LOW CONSTRAINTS**
DEVELOPMENT PERMITTED
-  **MODERATE CONSTRAINTS**
DEVELOPMENT CONDITIONALLY PERMITTED
-  **HIGH CONSTRAINTS**
DEVELOPMENT DISCOURAGED

* SEE TEXT AND OTHER FIGURES FOR DISCUSSION OF INDIVIDUAL HAZARDS.

**CITY OF RANCHO CUCAMONGA
GENERAL PLAN**



REGULATORY

Planned Development (PD). Much of the lands in the foothills are associated with numerous physical constraints that affect the ability of the property owner to develop the land. These constraints cannot be adequately dealt with under the normal zoning and subdivision procedures. Therefore, it is recommended that lands identified in Figure III-1 should be required to submit, in accordance with already established City procedures, plans for planned unit development. The Planned Development is a floating zone (a zone that is described in the zoning ordinance but is not located on the map until the need arises) which applies to parcels of land to be developed as a single entity and according to a comprehensive plan.

Specific Plan. The California Government Code (Section 65450) allows preparation of specific plans to regulate site development. Specific area plans can be used to ensure that proposed development reflects the natural resource value and hazardous conditions of the site. Regulations contained in the specific plan establish specifications for type of use permitted, allowable density, building placement and bulk, areas to remain in open space, and provisions for roadways, utilities and landscaping.

The value of the specific plan, as with the planned development, is that it allows greater flexibility than is possible with conventional zoning, since the development is based on specific site conditions which may include but are not limited to analyses of soil, geologic, seismic, flood, noise, wildfire and visual conditions. The specific plan can be financed by groups of interested developers or through special assessment district procedures. The City shall consider preparation of a specific plan for areas designated Hillside Residential in the Land Use Plan.

Noise Ordinance. The City has the authority to regulate unnecessary and excessive noises, if these noises are not already regulated by state or federal laws. The ordinance could specify maximum noise levels for

individual noise sources including, but not limited to: amplified music, public address systems, radios, mechanical equipment, barking dogs, power tools, etc.

Subdivision Ordinance Revisions. County and City subdivision ordinances should be amended to incorporate specific data and design requirements related to ground rupture, ground failure, ground shaking, flooding, crime prevention, and noise.

Building Code Amendments. In addition to adopting the latest edition of the Uniform Building Code, the County and City should enact additional building standards for foundation and grading requirements in lands where geotechnical hazards, wildfire risks, or flooding are present. In particular, the City Engineer shall require critical structures within the City to be designed to remain functional following the maximum credible shaking at the site of the structure.

Title 25 of the California Administrative Code presently requires development proposals for multifamily structures within the 60 Ldn contour to include an acoustical report. The City should consider requiring this report of all residential structures within the 60 Ldn contour. Furthermore, the City should consider establishing a limitation on maximum interior noise levels for single events. Compliance with these standards would require the submittal of an acoustical report with the application for a building permit. The report would indicate the noise attenuation measures to be applied and an analysis of the noise insulation effectiveness of the proposed construction. Suggested noise insulation standards are further discussed in Appendix D.

Grading and Drainage Ordinances. The City and County should enact provisions within their grading and drainage ordinances to require special precautions to minimize land disturbance; include special surface and subsurface drainage provisions; require restoration of natural drainage patterns; require special attention in areas susceptible to slope instability or soil erodibility; require special efforts to minimize the amount of

impermeable surface; and encourage the use of techniques that enhance groundwater recharge.

REVIEW PROCEDURES

As part of the development application and review procedures, the City can require the applicant to submit information that demonstrates the proposed development's response to various hazards. The Residential Assessment System established as part of the City's growth management system, already provides a formalized review procedure. Additional information that should be included has been recommended in the above policies. Specific investigation requirements are being required to mitigate geologic and seismic hazards. Structures proposed within geologic special study zones need to be certified by a State registered engineering geologist or civil engineer. The intent of these investigations is to more clearly define which conditions may affect the intensity, period and/or duration of seismic shaking relative to the design of the proposed structure. All proposed sites for critical structures must be investigated for their geologic characteristics. All proposed development in the designated fire hazard area should include an interim fuel management program to reduce the risk of fire.

The Noise Element requires that all development applications for multifamily units within the 60 Ldn contour must be accompanied by an acoustical report which will identify how noise levels can be reduced to acceptable levels. It is recommended that the City consider requiring all residential development within the 60 Ldn contour to have an acoustical report.

EIR Review Process. The California Environmental Quality Act (CEQA), adopted in 1970, was enacted to ensure that environmental protection is a guiding criterion in public decisions. Information on the environment and the potential impacts to the environment resulting from implementation of

a proposed project is spelled out in an environmental impact report (EIR).

In light of the information contained in the document and the comments, the City Council can approve or disapprove the project. The EIR procedure should be considered as one part of the process by which other implementation mechanisms are applied, e.g., subdivision approval procedures.

The materials presented in the Plan and its companion EIR provide a data base that can be used in subsequent environmental analyses. Figure V-9 can be used by the City to determine the level of noise analysis required. The City shall adopt the charts indicating "Suitability of Development in Geologic/Seismic Hazard Areas" and "Land Use Compatibility for Community Noise Environments" to identify where proposed development will encounter potential public health hazards. Within these areas, the environmental documents should clearly examine potentially adverse impacts and recommend appropriate mitigation measures.

FURTHER PLANNING/COORDINATION

Joint Data Collection Program. The City and County should jointly initiate a geologic and seismic data collection program to accumulate data relevant to development review and planning purposes. Any data collected on faults in proximity to developing areas could then be mutually shared. A file should be maintained within each of the participating entities and reference to these files should be required as part of normal development review procedures. The possibility of contracting with the State/Division of Mines and Geology or the U.S. Geological Survey for special studies to determine seismic activity and associated hazards should be explored, particularly in light of the evidence that other faults do traverse the planning area.

Intergovernmental Coordination. Because the greatest noise source within the City will be the transportation facility along the Foothill

Freeway corridor, the City should work with Caltrans to ensure that the design of the facility will incorporate noise mitigation measures. Similarly, the air quality situation in the City is a function of the regional land use and transportation network and the prevailing meteorological conditions. The City itself can reduce locally generated emissions through its land use, transportation, and energy conservation policies; however, implementation and enforcement of controls on vehicle emissions and stationary sources such as power plants, factories, etc., lie within the authority of the California Air Resource Board and the South Coast Air Quality Management District. Accordingly, the City must coordinate its air quality control efforts with other communities in the South Coast Air Basin.

Emergency Plan. In order to effectively deal with emergency situations brought about by natural catastrophe or other conditions, the City should formulate its emergency plan to address, in particular, the geologic, seismic, flood, and fire hazards of the area. Such a plan should be closely coordinated with the County Plan. The emergency defense council should oversee development of the plan as well as its implementation. Technical assistance is available through the State Office of Emergency Services and federal funding is available for preparation of such a program, if desired. The City should undertake a widespread public education program to inform the public that a plan is being prepared and that the plan will contain specific directions to follow during an emergency situation. Newspaper articles, spot radio announcements, use of various civic groups and mailers should all be considered as practicable means of disseminating information.

VI. IMPLEMENTATION

The City's General Plan is a formal expression of the community's goals and policies for the development of the City. However, the Plan does not have regulatory effect. In other words, the Plan recommends certain guidelines to be followed, but the Plan itself cannot require that these policies be carried out. The Plan must be implemented through a number of actions or measures which have been identified at the conclusion of each section of the Plan. These implementing measures involve regulatory actions, financing actions, intergovernmental coordination, and various review procedures. State law requires that these implementing actions be consistent with the City's General Plan.

Some policy and program implementation measures by the City are subject to further local budgetary constraints, while other programs subject to non-local funding are uncertain until commitment has been made by the funding agency. Therefore, programs which rely on specific funding measures are subject to appropriate budgetary commitment. Most implementation measures discussed within this section will be implemented through an on-going process. Where possible, specific time frames for program consideration are indicated.

This chapter on implementation is divided into three parts. The first part discusses in a general, summary fashion the various measures available to the City for implementing various policies called for in the Plan. The second part addresses the need for these measures to be consistent with the Plan. Finally, the third part identifies various funding sources available for carrying out the programs described in the Plan.

IMPLEMENTATION MEASURES

REGULATORY

The authority of cities and counties to regulate land use and development practices is founded in the state delegated "police power." Through these powers local governments can take action to promote the public's health, safety, and general welfare.

Zoning

The most common application of police power is a community's zoning ordinance. Zoning is generally considered the primary tool for implementing the policies identified in the General Plan. Lands are divided into districts within which allowable land uses and development standards are prescribed. The provisions of the zoning ordinance indicate uses that are permitted by right, uses that are conditionally permitted, and standards for minimum lot size, density, height, lot coverage, setback, and any other condition that relates to protecting public health and safety.

The City has temporarily adopted the County's zoning ordinance. The City should revise the Zoning Ordinance and Map and other General Plan policies during the first year following adoption of the General Plan. As revisions to that ordinance are made to respond to the City's needs and the City begins to adopt its own regulations, the following flexible applications of zoning should be considered:

Cluster zoning. This approach prescribes a ratio of housing units to acreage and requires clustering the units to preserve open space.

Inclusionary zoning. This approach establishes incentives (e.g., density bonuses) for, or requires the inclusion of, units for low-and moderate-income residents in new residential developments.

Floating zones. This is a district created by the zoning ordinance, but is not given a

specific location until a developer applies for it.

Planned development (PD). This is a floating zone providing for innovative land use within an adopted plan for development (e.g., cluster development, mixture of housing types and other uses, commonly owned open space, and recreational facilities).

Mixed-use zoning. This type of zoning allows for combining two or more uses on a single parcel or in a single structure under specified conditions.

Performance zoning. The type and intensity of development is tied to specified performance standards, rather than to more traditional, prescriptive development standards.

Overlay zone. This district establishes development standards in areas of special concern (e.g., fault zones, historic districts, flood plains, and hillsides) over and above the standards applicable to basic land uses (e.g., residential, commercial, and industrial).

Building block zoning. This approach separates the regulations contained in conventional zoning into three major units: use, development, and special area. The first unit identifies the use permitted in each area. The second unit specifies how uses can be developed, but it is independent of the use unit. The third unit is the special area provisions. It is similar to the overlay zones described above and is applied to sites that have unusual geologic, topographic, scenic, or development characteristics. The flexibility of this approach lies in being able to create zones with different combinations of the three units.

Specific Plan

The California Government Code (Section 65450) allows local governments to prepare specific plans that will establish site development regulations, including specification of type of use permitted, allowable density, building placement and bulk, areas to remain open space, and provisions for roadways, utilities, and landscaping. These provisions

enable a community to develop an area with greater flexibility that would otherwise be possible using conventional zoning. The technique is particularly appropriate for larger development sites with a complex variety of natural and man-induced conditions and land use needs. The plan is, in effect, a publicly prepared and adopted planned unit development proposal. It can be financed by groups of interested developers as part of the environmental impact report process or through special assessment district procedures. The specific plan provisions would be appropriate in the foothills, North Tow, the industrial area, and Etiwanda community. A Draft Industrial Specific Plan is currently being reviewed for adoption by the City. It is anticipated that adoption should occur within the next six months. A plan for the Etiwanda Community should be developed during the first year following adoption of the General Plan. Other area plans should be considered for study during the next two to three years.

Subdivision Regulation

Subdivision regulations enable local governments to regulate the design and improvement of land when it is divided for development. A broad interpretation of "design and improvement" has been adopted through court cases and includes the physical layout of a subdivision, dedications of public improvements and easements, and other measures "as may be necessary or convenient to insure conformity to or implementation of the general plan." The City's subdivision regulations should require developers to recognize and plan for various natural hazards, noise, crime prevention, energy applications, and erosion control. At the same time, the following types of dedications of public improvements or payment of in-lieu fees can be required: streets, drainage, public utility easements, and public easements; bicycle paths; local transit facilities; parks and recreational facilities; drainage and sanitary sewer facilities; bridges and major thoroughfares; and improvements to correct or lessen soil problems. The Plan specifically recommends the dedication of land or in-lieu payments for park lands and trails, and indicates standards for the location size and

use of such facilities. Where necessary, revisions to the subdivision regulations should be made during the first year following adoption of the General Plan.

Housing and Building Codes

Housing and building codes establish minimum standards and specifications for structural soundness, safety, and occupancy. Although the local building and housing codes are intended to be fairly uniform throughout the state, local governments have the discretion to establish local procedures and standards where local conditions warrant them. Possible amendments to the uniform codes have been identified in the Plan: the use of fire resistant materials and safety devices in the high fire hazard area; the requirement for certain design techniques or construction materials for critical structures, particularly when located in geologic hazard zones; the requirement for certain design techniques in flood hazard areas; and the need to review the codes for ways of improving the energy-efficiency of the community.

New Ordinances

Creek Management Ordinance. The City should consider preparation of a creek ordinance, where still feasible, which could be adopted either as a separate ordinance or as an integral part of the zoning ordinance. The intent of such an ordinance would be to recognize the open space value and flood hazard along the creeks and the potential water quality deterioration from development on immediately adjacent lands. Regulations should be provided to mitigate downstream flooding, avoid upstream flood hazards mitigate any seismically induced ground failure, preserve the creeks as open space recreational corridors.

Hillside Ordinance. The City should consider preparation of a hillside ordinance in order to protect the landform, minimize erosion hazards, and to determine an allowable density that reflects the specific site characteristics. The purpose of such a regulation would be to ensure that the level of development permitted is based on the actual amount of buildable land and not on gross acreage. Consequently, development applications must take into consideration soil,

geologic, seismic, hydrologic, biological, natural resource, fire, and flood characteristics. Such an ordinance would be applicable in those areas with greater than 10 percent slope, and would replace the existing zoning provisions as the basis for determining allowable density. The planned unit development application would then be used to designate the type of permitted use and the appropriate development standards. This ordinance should be developed during the first year following adoption of the General Plan.

Noise Ordinance. The City shall prepare a noise ordinance to order to protect public safety and reduce unnecessary and annoying noises. This ordinance should be developed within two years of adoption of the General Plan. This ordinance should be developed within two years of adoption of the General Plan.

Energy Ordinances. The City should prepare energy ordinances aimed at achieving a sustainable energy future for the City. These ordinances are discussed later under the section describing the Energy Conservation and Management Program. This ordinance should be developed within two years of adoption of the General Plan.

ACQUISITION

Acquisition Techniques

Full Fee Acquisition. Public purchase and ownership of full title to the land and all rights associated with the land. This is the most fool-proof way to preserve open space, but its utility is limited by the amount of revenues the City and other agencies have available and are willing to appropriate for open space purposes.

Less Than Fee Acquisition. Associated with each piece of land are development rights. This bundle of rights can be divided and certain rights can be purchased for less than the full purchase of the property. This means that a public agency can acquire

various forms of development rights, or easements, which are written privileges which one person, public body, etc., has with regard to land owned by another person. This form of acquisition is beneficial in that it leaves the land on the tax rolls; however, if the property is in the path of development, the cost of obtaining the easement is often almost as expensive as purchasing the entire fee.

Purchase And Sale or Leaseback. Under this arrangement, the public body would purchase the property and then sell or lease it back to the original owner subject to restrictions which ensure that the land's natural quality will be preserved and that the type and intensity of development is compatible with the natural resource.

Installment Purchase, Options, and Advance Notice. Purchase of property can be spread out over a period of time and periodic payments can be made to the owner who would be subject to restrictions regarding the use of his land.

Acquisition Program

The basic problem with the acquisition of land is the high cost to local governments. Lands that will be used by the public must be purchased by some governmental unit, but if a mutually agreeable price cannot be determined, the land must be condemned and just compensation paid for it. The City must be aware that there are certain nonrecreational purposes for which condemnation is not permitted under State law.

The most common application of this implementation technique is for recreational development and open space protection. The acquisition program recommended by this Plan concentrates on sites considered appropriate and necessary to meet the recreational needs of neighborhoods and of the City as a whole. Easements can be acquired to implement community design and recreation/open space policies. To implement the former, easements can call for the maintenance of building form, preservation of scenic views, and prohibition of certain types of structures. With respect to recreation/open

space policies, they can ensure public access to natural areas, prohibition of development in certain open space corridors, and public access along designated pedestrian, equestrian, or bike routes.

Table VI-1 can be used to assist in future decisions regarding the appropriateness of different acquisition techniques for satisfying open space conservation and management objectives. Use of land acquisition by the City will be based upon available funding. Commitment to program funding will be determined through the annual budgetary process. Other program options will be pursued during the time of private property development.

Although the City has limited land use authority in the unincorporated area north of the City limits, there are valuable and vulnerable natural resource areas that the County should be encouraged to consider for acquisition. For example, conservation easements could be investigated. Arrangements can be made between a private property owner and the County to ensure that a property with aesthetic, scientific, educational and ecological value is maintained in its natural state. The purpose of the easement is to advance the purpose of conserving the natural values on the property by preventing the development of that property in any manner which would conflict with the maintenance of the area as a natural area.

TAXATION INCENTIVES

California law enables city and county governments to give tax advantages to landowners who devote their property to open space and agricultural uses. The purpose is to relieve a pressing tax burden that often drives landowners to develop their property by imposing lower taxes for publicly beneficial use of their land. Until 1968, the California Constitution required property tax assessors to value land at its "highest and best" use. The result was that a farmer living near a city paid taxes on the speculative value of his land as a subdivision

TABLE VI-1

IMPLEMENTATION OF OPEN SPACE OBJECTIVES
THROUGH ACQUISITION MEASURES

	Resource Management	Conservation of Natural Resources		Public Health		Enhancement of Human Resources			
	Water Supply	Ecological Preserve	Geological Features of Notes	Water Quality Protection	Air Quality Protection	Historic/Cultural Sites	Recreation Areas	Visual Amenity	Community Design
<u>FULL ACQUISITION</u>									
PURCHASE									
o Outright Purchase	x	x	x	x		x	x	x	x
o Advance Acquisition	x	x		x		x	x	x	
o Purchase of Annuity	x	x		x		x	x	x	x
o Purchase with Life Estate	x	x		x		x	x	x	x
o Excess Condemnation			x			x	x	x	
o Purchase and Lease									
Back Without Certain									
Rights	x	x		x			x	x	
DONATION OF GIFT		x	x			x	x	x	x
EMINENT DOMAIN	x	x	x	x		x			x
TRADE OR LAND EXCHANGE	x	x	x	x		x	x	x	x
TAX DELINQUENT LANDS	x	x	x	x		x	x	x	x
<u>LESS THAN FEE</u>									
SCENIC/CONSERVATION EASEMENT	x	x	x	x	x		x	x	
PURCHASE AND RESALE WITHOUT CERTAIN RIGHTS	x	x	x	x			x	x	
PUBLIC ACCESS						x			
LEASES			x			x			
CONVENANTS DEED RESTRICTIONS		x					x		x

rather than on its current value for agricultural use. A state constitutional amendment was adopted in 1976 authorizing the Legislature to allow open space and agricultural lands to be assessed at their actual, rather than speculative, use if they were subject to an "enforceable restriction". Such restrictions must limit the use of the land to recreation, enjoyment of scenic beauty, use of natural resources or production of food or fiber. In return for restrictions on the use of his land, the landowner benefits from a lower property tax. Assessors are required to value this land by considering only the uses legally available to the owner.

The most commonly used form of tax incentive is the California Land Conservation Act, popularly known as the Williamson Act. This statute enables cities and counties to form "agricultural preserves" and to enter into contracts running for 10 years with owners of land with such preserves. Only agricultural, recreational and open space land is eligible for contractual restrictions, but areas such as wildlife habitats have also been brought within the Act. Once land is contractually restricted, it qualifies for the special valuation for property tax purposes. Presumably, a "use value" assessment will result in a lower tax bill and thereby encourage landowners to enter into a contract.

REVIEW PROCEDURES

Government Section 65401

A procedure often ignored but required by State law is referral of development proposals to the Planning Commission for report and recommendation on conformity with the Plan. The City shall then list and classify all such recommendations and prepare a coordinated program of proposed public works for the ensuing fiscal year.

Growth Management, Design Quality, Fiscal Impacts

The City has developed a Residential and Assessment System for development review which ranks development proposals on an assortment of criteria, including public services, site orientation, street design, design quality, affordable housing, and

orderly development. Proposals are submitted to the Growth Management Committee and the Design Review Committee.

Where appropriate, the City should consider revising the point allocations to include some of the guidelines specified in the Plan. In particular, the policies, standards, and guidelines contained in the Community Design Element should serve as the basis for reviewing development proposals by the Design Review Committee. The City should also consider including an assessment of the fiscal impacts of the proposed project by employing the fiscal impact model, under preparation for the City.

EIR Review Process

Coordination of the General Plan and the Process. The General Plan has identified specific EIR assessment requirements which must be met in various parts of the City. Briefly, these include:

- o Biological investigations for development proposals which fall within the streamside woodland association.
- o Detailed site analysis requirements (soils, geologic, and seismic data) of development proposals for critical structures.
- o Detailed site analysis requirements for major development proposals falling within one quarter mile of a fault (fault location and activity data, hazard mitigations measures).
- o Site investigation requirements for all projects proposed for areas identified as underlain by liquefiable soils.
- o Dam safety investigation requirements for development proposals which fall within the potential inundation area of a levee or canal.
- o Detailed noise analysis requirements for development proposals within certain noise level contour areas.

Coordinating Environmental Impact Assessment, Subdivision or Planned Development (PD) Submission. The state-mandated EIR process can be used as a means of coordinating and integrating various development review procedures into an internally consistent regulatory process organized for efficient use and administration. Such a coordinated development review process offers advantages both to developers and to local planning staffs. The following EIR process is recommended:

- o Data requirements which are necessary in preparing the "existing environment" portion of an EIR shall be met through the subdivision or (PD) ordinances as described in this section which should require the applicant to provide specific data requirements pertaining to natural resource values including vegetative and animal habits, hydrology, slope conditions, and scenic resources; hazards including slope instability, seismicity, flooding, fire, and noise; and public service and facility needs generated by the proposed development (on-or off-site roads and utilities related to or potentially affected by proposed development, schools, police, fire, park, and recreation facilities).
- o The above data on natural resources and hazards shall also provide the applicant with the basis for applying the hillside ordinance provisions to determine the permitted level of development. This determination should be reviewed by City staff before the applicant proceeds with preparation of his tentative map.
- o After the above data has been gathered and an allowable level of development has been determined, the applicant shall then submit his tentative maps to the reviewing agency.
- o The City staff shall review the applicant's tentative map submittal and shall determine if the environmental analysis is adequate; if reasonable alternatives have been considered, i.e., those which would eliminate or minimize identified adverse impacts; and

if the documentation of impacts is complete. In the event that any of the above are incomplete, the City would authorize the applicant to undertake any necessary additional work. If the EIR is found adequate, or following any additional work required to meet EIR requirements, applicant will prepare the draft EIR incorporating any plan modifications, design changes, or other conditions considered necessary to mitigate adverse impacts.

- o The required hearing for the tentative subdivision or PD map would be held jointly with the EIR hearing and the application approved subject to whatever conditions are considered essential.
- o The final map would be submitted for staff review to determine compliance with adopted provisions. Final approval could then be granted.

INTERGOVERNMENTAL COORDINATION

The implementation of the City's General Plan cannot be achieved in a vacuum. Development decisions in the City can affect what occurs in the neighboring cities and in the County. Similarly, decisions within these jurisdictions can affect what occurs in Rancho Cucamonga. Joint planning efforts can greatly improve conditions in the West Valley and facilitate communications. Examples of necessary efforts have been described throughout the Plan.

- o Coordination of landscaping along 4th Street with the City of Ontario.
- o Support of a commuter rail system on the Santa Fe rail line.
- o Circulation/transit opportunities stemming from expansion of the Ontario International Airport.
- o Coordination of future bicycle route planning through San Bernardino Associated Governments.

- o Coordination of hiking/equestrian trails through the County Regional Parks Department and Flood Control District.
- o Coordination with responsible agencies for use of school facilities, utility corridors, and watercourses for recreational purposes.
- o Joint geologic/seismic data collection program.
- o Identification and protection of valuable natural areas in the foothills.
- o Use of Government code Section 65401 which requires all governmental agencies and special districts to submit a list of proposed public works to the City's designated official agency.
- o Coordination with Cucamonga County Water District for use of similar growth assumptions, protection of groundwater recharge areas, development of canyon sources, and water conservation education programs.
- o Coordination with Chino Basin Municipal Water District to ensure protection of groundwater sources, adequate wastewater treatment capacity, and use of similar growth assumptions.
- o Coordination with Caltrans, Ontario International Airport, and neighboring cities to assure that noise levels do not reach adverse levels in the City.
- o Coordination with other communities in the South Coast Air Basin to implement regional plans to improve air quality.

Of particular importance is the level, character and timing of development in the unincorporated portion of the City's sphere of influence. The City should emphasize to the County that the basic character of this area is to be open space. If the City desires, the unincorporated area can be rezoned. Government Code Section 65859 allows cities to zone lands not yet annexed to the City. Although it has no regulatory effect, until

the property is annexed, rezoning makes the area subject to the same requirements applicable to zoning in the City, including the requirement for consistency with the Plan (which is further discussed later in this Chapter).

Further intergovernmental coordination may be possible through special assessment district procedures. These procedures can be applied by the County and City to finance specific planning area activities. Where the specific area plan process is considered to be an appropriate technique for a particularly large and complex site, the site could be temporarily designated as a special assessment district for the specific purpose of funding the planning effort or the purpose of funding public improvements and any related planning efforts. The latter may be a more legitimate basis, under present law, for funding a special assessment district primarily to fund a specific area planning effort.

ENERGY CONSERVATION AND MANAGEMENT PROGRAM

The primary mechanism for achieving a sustainable energy future for Rancho Cucamonga will be a Citywide Energy Conservation and Management Program, the specifics of which are discussed below. The initial step in this program would be the establishment of the position of Energy Coordinator. The Energy Coordinator would develop and administer this program and would serve as liaison with other City departments in the execution of this program. Citizen input in the development and execution of this program will be important to its success. Development of an Energy Conservation and Management Program will begin within two years following adoption of the General Plan.

Apart from its institutional framework, the Energy Conservation and Management Program contains substantive elements which are listed below by functional categories. The order in which these categories appear is not a reflection of their priority.

Public Awareness and Education. Educating the public concerning energy conservation and use of renewable energy resources would be a major responsibility of the Energy Coordinator. Specific measures include:

- o Monitor the City's success in meeting its energy objectives and periodically revise them to reflect new opportunities for saving energy and using renewable energy sources.
- o Publish an annual report documenting success in meeting the energy objectives.
- o Work with local school districts to incorporate energy education into school curriculum.
- o Provide information programs to the public on energy issues.
- o Provide an energy advisory service for City residents.
- o Assist developers and builders throughout the permit approval process in the use of energy efficiency techniques and renewable energy sources.
- o Work with local organizations to facilitate their energy educational programs.

Government In-House Programs. The Energy Coordinator would review annual capital improvements programs prepared by City departments to assess their life-cycle energy implications and to make recommendations where appropriate on alternative investments.

The design concept for the proposed City civic center should have as one of its central features energy efficiency and the incorporation of renewable energy resource technologies and management programs. The civic center should be designed to allow for public display of these aspects of the building design and management. Future construction of other City facilities shall utilize similar opportunities for public education.

The City should establish an annual energy budget for all of its operations. To the extent possible, this annual budget should be broken down by City department. An annual report should be prepared documenting the City's performance in meeting this budget.

Land Use and Circulation. The City's land use regulations should be modified, as outlined below, to encourage energy efficient land use patterns.

Zoning. The following provisions within the City's zoning ordinance should be revised.

- Definitions to include terms pertinent to solar and wind energy.
- Lot size, configuration, and orientation regulations to facilitate solar access.
- Building height, lot coverage and setback regulations to facilitate solar access.
- Permitted and accessory uses to facilitate renewable energy resource systems.
- Zoning districts which may permit mixed uses, i.e. residential, commercial, light industrial.
- Parking lot shading and parking lot design specifications for smaller cars.
- Energy sensitive criteria for amendments, use permits, variances, and other land use entitlements.

Subdivision Design Standards. These standards should be revised to carry out the Solar Rights Act of 1978. Standards should be modified to address.

- Structure orientation for solar access.
- Street layout and cross-sections to reduce embodied energy costs.
- Sidewalk design to reduce embodied energy costs.

- On-site natural storm drainage.
- Solar easements.
- Functional landscaping.

EIR Guidelines. The City's guidelines for preparation and review of environmental documents should be revised to include explicit consideration of on-site energy impacts, including alternative structure design and transportation access, as well as cumulative energy impacts.

Growth Management Ordinance. The City's residential assessment criteria shall be reviewed and revised, as appropriate, to include criteria for energy efficient community design.

Residential Structures. The following actions should be undertaken to ensure energy efficiency in new and existing residential structures.

Growth Management Ordinance. The City should make the following amendments to its growth management ordinance and residential assessment criteria:

- Revise to include the new Title 24 standards for new residential construction proposed for adoption in 1981. Delete from the ordinance those standards which are adopted as mandatory.
- Revise to include points for the provision of passive solar cooling techniques.

Retrofit Ordinance. The City should adopt an ordinance requiring all existing residential structures to incorporate cost-effective energy conservation measures at point of resale. Compliance to be voluntary until 1985 and mandatory thereafter.

Solar Pool and Hot Tub Ordinance. The City should adopt an ordinance prohibiting natural gas heaters as the primary energy source in new pools and hot tubs or as replacements for existing pools or hot tubs.

Weatherization Program. The City should establish a low-interest loan program, funded by local financial institutions, for the installation of energy conservation measures in existing housing. The program should be coordinated with similar utility operated programs and a portion of the loan pool should be reserved for low- and moderate-income persons.

Commercial Structures. The following actions should be undertaken to ensure energy efficiency in new and existing commercial development.

Commercial Energy Management Demonstration Project. In cooperation with their owner/operators, the City will establish two projects demonstrating the application of energy conservation and renewable energy technologies in shopping centers. One project will be concerned with the retrofit of these technologies to an existing center; the other project will focus on a new center still in the planning stage.

Shopping Center Energy Management Plan. The City shall adopt an ordinance requiring new shopping center developments to submit an energy management plan as part of the development application. This requirement would apply to centers over a certain size and the contents of the Plan would increase with the size of the center.

Industrial. The City should undertake the following actions to ensure energy efficiency in new and existing industrial development.

Cogeneration and District Heating Potential Study. The City should seek funding to conduct a study investigating the potential cogeneration and district heating within the Industrial Area.

Solar Access for Photovoltaics. The City should adopt an ordinance requiring industrial projects to include a specified amount of south facing roof area which is structurally prepared to accept photovoltaic electrical generating units sufficient to meet all or a portion of the project's electrical demand.

Require that solar access to this south facing roof area be protected by easement or covenant.

Recycling Industry. The City shall investigate funding opportunities for establishing a recycling operation within the Industrial Area.

CONSISTENCY BETWEEN GENERAL PLAN AND IMPLEMENTATION ACTIONS

This section of the chapter lists those requirements of state law which require consistency between the Rancho Cucamonga General Plan and the exercise of its police and corporate powers. Included in this listing are requirements which apply to powers the City is not now exercising, but maximize in the future.

Implementation Actions

Zoning Regulations. Section 6580* requires that the city's zoning ordinance be consistent with its general plan. Consistency in this instance may be achieved only if the City has adopted a general plan and the various land uses authorized by the zoning ordinance are compatible with the objectives, policies, general land uses and programs specified in such a plan. This section also requires that when the General Plan is amended, the zoning ordinance must likewise be amended as is necessary to maintain consistency with the Plan.

Section 65566 requires that any zoning action by the City which restricts or regulates the use of open-space land or any interest in such land must be consistent with the City's open space plan. Closely related is Section 65567 which requires that the City's open space zoning ordinance, the adoption of which is mandated by Section 65910, also be consistent with the open space plan. Section 65911 specifies an additional criterion to be applied in granting variances from the terms of an open space zoning ordinance.

*Unless otherwise indicated, all section references are to the California Government Code.

Section 65853 requires that the Planning Commission provide City Council with a written recommendation on a proposed zoning ordinance and all amendments of an existing ordinance. As required by Section 65855, this recommendation must include discussion of the relationship of the proposed ordinance or amendment to the General Plan.

State law has not yet addressed the issue of consistency between the General Plan and the various discretionary land use entitlements available under the zoning ordinance, i.e., variance, use permit, planned unit development, design review, etc. The one court decision (Hawkins v. County of Marin (1976) 54 C.A.3d 586) which could offer some guidance in this area is subject to differing interpretations. Reflecting on the overall intent of consistency between the General Plan and the zoning ordinance, sound planning practice would argue that the granting of these entitlements should be based on a finding of consistency with the Plan. Many local governments have adopted this approach, and the criteria for these entitlements include consistency findings.

Subdivision Regulations. Section 66473.5 provides that City shall not approve a proposed subdivision map unless it finds that said subdivision, including its design and proposed improvements, is consistent with the General Plan. In a manner similar to zoning regulations, consistency may be found only when the City has adopted a plan and the proposed subdivision is compatible with the objectives, policies, general land uses, and programs specified in the Plan. It is important to note that this requirement applies to subdivisions for which parcel, as well as tentative and final maps, are required.

Section 66474 is the converse of Section 66473.5, but it applies only to the approval of tentative and final maps. This section states that the City shall deny approval of such maps if it finds that the proposed map, or the design or improvement of the proposed subdivision shown on the map, is not consistent with the General Plan.

Although somewhat confusing as stated in the law, the two above sections also apply to condominiums, community apartment projects or stock cooperatives which must submit tentative and final maps (see Section 66426). Unless the General Plan contains definite objectives and policies specifically directed at the conversion of existing buildings into condominium projects or stock cooperatives, these two requirements do not apply to such conversions (see Section 66427.2).

Section 66567 requires that a subdivision map may not be approved unless it is consistent with the open space plan.

The City may require the dedication of land, the payment of in-lieu fees, or some combination of the two, for park or recreational purposes as a condition of the approval of a final or parcel map, but only if the General Plan contains a recreational element and the dedicated facilities conform to definite principles and standards contained in the element (see Section 66477[d]).

Finally, the City may require the reservation of land within a subdivision for parks, recreational facilities, fire station, libraries, or other public uses, provided such requirements are based on appropriate general plan elements (see Section 66479).

Capital Improvements. Section 65401 requires City Council to require the preparation and submission of a list of public works projects recommended by City officials and agencies for study or construction during each ensuing year. This requirement also applies to special and school districts whose jurisdictions lie wholly or partially within the City. Upon submission, such lists must be integrated by the City into a coordinated program which must be submitted to the planning commission for review as to its conformity with the General Plan.

Section 65402 requires review by the Planning Commission as to conformity with applicable elements of the General Plan of:

- acquisition of lands for public purposes,
- disposition of lands,
- street vacations, and
- authorization or construction of public buildings or structures

Environmental Impact Procedures. Section 15080(c) of the State EIR Guidelines requires that the initial study of a project consider whether it is compatible with the General Plan. A recent amendment of the Guidelines has added subsection 15142(b) which provides that an EIR must discuss any inconsistencies between the proposed project and the General Plan. Appendix G(a) of the Guidelines states that a project will normally be found to have a significant effect on the environment if it will conflict "with adopted environmental plans and goals of the community where it is located."

Building and Housing Codes. Section 65567 provides that building permits must be consistent with the open space plan.

The State Housing Law (Health and Safety Code Sections 17910 et seq.) requires the City to adopt regulations imposing substantially the same standards as those contained in various uniform industry codes. This law also imposes special standards, which may be more burdensome than the uniform industry codes, designed to protect against certain types of hazards (fire, noise, earthquakes, unstable soils) and to achieve certain resource goals (energy conservation). The City may adopt regulations and standards at variance from those mandated by the State Housing Law if justified by local conditions. Although not explicitly required by the State Housing Law, the General Plan is an especially appropriate vehicle for documenting such local conditions and specifying the necessary regulatory response in order to justify variances from state law.

Other Consistency Requirements. Listed below in capsule form are other consistency requirements contained in state law which at some future date may apply to the City of Rancho Cucamonga:

- Health and Safety Code (HSC) Section 3331, consistency between General Plan and redevelopment plan,
- HSC Section 34326, consistency between General Plan and housing projects,
- HSC 34711, consistency between General Plan and housing for developmentally disabled, mentally disordered, and physically disabled, and,
- Streets and Highway Code Section 32503, consistency between General Plan and parking facilities.

Finally, it is important to keep in mind that state legislated consistency requirements are likely to continue expanding into other areas of local government concern. The City should therefore periodically review state law to keep abreast of such requirements.

Administratively Defining Consistency

Administratively defining consistency is a two-part task. Part one concerns the adequacy of the City's General Plan; does it address all issues specified under the nine mandatory elements (see Section 65302) in a systematic, internally consistent fashion (see Section 65300.5)? Part two is concerned with the consistency between the objectives, policies, general land uses, and programs specified in the Plan and a particular aspect of the implementation system. The critical element of this latter part is, of course, a practical definition of the term "consistency".

Several definitions of this term in this particular context have been proposed and each has its strengths and weaknesses. In the interest of promoting uniformity in this important area, the following definition of consistency closely follows that proposed by the State Office of Planning and Research in the January 1980 review draft of the General Plan Guidelines:

An implementing action, program, or project is consistent with the general plan if it, considering all its aspects, will further the objectives and policies of the general plan and not obstruct their attainment.

This definition initially evolved from California's landmark consistency legislation, AB 1301 which was passed in 1971. It required zoning ordinances and subdivision approvals to be consistent with adopted general plans. Previous to this, the general plan had been regarded as an advisory document with minor legal effect; it mattered little if the general plan was used to make decisions. In the late 1960's and early 1970's, this role was changed, as a fundamental shift occurred in the philosophy and law regarding the role of the general plan in local decision-making. Many elected officials, planning professionals, and citizens came to feel that if long-range comprehensive planning were to be meaningful, a more direct link, had to be forged between the general plan and the day-to-day actions of local governments.

The final step in administratively defining consistency is the recognition that this test for consistency must be uniformly applied in three dimensions: substance, space, and time. This observation reflects the multidimensional nature of the Plan.

The substantive content of the General Plan is expressed by its goals, objectives, policies, and programs, and the level of specificity within a given plan may range from general discussions to very detailed and carefully drafted statements. A major portion of the substantive content of the Plan is expressed graphically as well as textually.

Plan graphics take the form of diagrams or maps which perform a variety of functions, including prioritizing or emphasizing certain physical factors, showing relationships between them, and illustrating the geographic applications of Plan policies and programs to these factors. Because these diagrams and maps impose a certain pattern on land, they define the spatial dimensions of the Plan.

The substantive context of the Plan also has a time dimension because it is a long-range policy document. Achieving consistency between the Plan and the implementation system is inherently difficult because the

time horizon of the former may range from 5, 10, to 20+ years into the future, while the latter has a time horizon which is immediate. Reconciling these difficulties is especially troublesome in cases where the Plan is end-state oriented and provides little or no guidance for the incremental, time-phased realization of this end state.

Thus, while the General Plan provides the framework for community development, the everyday actions of the City shape the community. The manner in which the Plan is implemented is the real test of the City's commitment to the goals, objectives, and policies. The revision of its implementing actions to be consistent with the Plan is a reflection of the City's commitment.

FUNDING SOURCES

The following funding programs are potential sources that may be utilized to carry out recommended actions in the Plan. The particular program can be used as a guide to the types of money available. However, the programs may change from year to year, as may the commitment to funding. Thus, this section of the Plan should be reviewed regularly--at least once a year--so that an updated appraisal of implementing methods is maintained.

The funds available can be divided into two categories: those programs which are available for a variety of uses and those programs which fund specific activities, such as the acquisition of land for parkland development. Before describing the various funds, it is important to realize that since 1978, two constitutional amendments have shifted local reliance from taxes to exaction, fees, and assessments. Proposition 13 limited local property taxes to 1 percent of the 1975-76 market value of property and requires two-thirds' vote of the electorate in order to levy new special taxes. Because local governments can no longer raise the ad valorem property tax in order to generate revenues for general government purposes for all

intents and purposes, Proposition 13 has eliminated these traditional sources of local government financing. Proposition 4, passed in 1979, prohibited most public agencies' annual appropriations from exceeding the prior year's level, except for adjustments based on changes in population and the consumer price index. Proposition 4 exempts from an agency's appropriation limits regulatory fees and user charges which cover only the cost of services, and therefore provides an incentive for local government to turn to these methods of financing.

MULTI-PURPOSE PROGRAMS

Community Development Block Grants (CDBG). Authorized by Title 1 of the Housing and Community Development Act of 1974, and amended in 1977, this program is administered by the Department of Housing and Urban Development (HUD). HUD awards grants to local governments to fund a wide range of community development activities. The 1974 Act consolidates previous categorical grants and its primary objective is "the development of viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low- and moderate-income." Rancho Cucamonga has entered a cooperative agreement with the County to participate in the Community Development Block Grant program. The County currently receives about \$9 million, of which over \$517,000 has been earmarked to the City for the period running from July 1979 to July 1982. The monies are being used to make street and recreational improvements in the North Town area.

With the results of the 1980 census the City will have passed 50,000 in population, which along with other criteria related to poverty level and overcrowdedness, would qualify the City as an entitlement city. As such, the City would be guaranteed an amount based on various socioeconomic variables reviewed by HUD. If the City seeks to become designated as an entitlement city, it must assume

responsibility to prepare applications, conduct the public participation program, prepare performance reports, and implement the proposed activities - matters that are currently handled by the County as part of the cooperative agreement.

General Revenue Sharing. Authorized by the State and Local Fiscal Assistance Act of 1972, revenue sharing is a federal assistance program designed to redistribute general revenues back to the states and local governments. The monies can then be used for all types of capital outlays or for operating and maintenance expenses in eligible categories called priority expenditures, including public safety, environmental protection, public transportation, health, recreation, libraries, social services for the poor or aged, and financial administration. Although priority expenditures exclude education, cash payments to welfare recipients, and general administration they are sufficiently broad to allow the local governments wide discretion in their disbursement. Under the program, income tax monies received by the Department of the Treasury are allocated back to the States according to one of two allocation formulas. Within each State, similar formulas are used to determine the cities' and counties' entitlements. Locally, revenue sharing funds are treated as local funds, subject to all laws and procedures applicable to the expenditure of local revenues.

State Community Redevelopment Law. This legislation allows communities to utilize tax increment financing to carry out redevelopment activities, by applying tax increments obtained in the project area to finance planning, administrative, acquisition, and improvement activities. The law permits the Redevelopment Agency to finance land acquisition for public purposes, construction of public facilities such as roads, parks, and sewers, and administrative, legal, planning, and engineering costs related to the project. The Redevelopment Agency, established by the City Council, would declare a project area and prepare a redevelopment plan. Tax increment financing freezes the assessed

value of the taxable property in the project area as of the date of the adoption of the redevelopment plan.

Thereafter, tax agencies receive only the amount they would have received if no redevelopment occurred. The difference between that amount and the increased property taxes due to physical improvements goes to the Redevelopment Agency. The excess revenues thus produced are used to pay off bonds issued to finance the expenses of the redevelopment process such as administration, planning, acquisition, and construction of public facilities.

The effect of Proposition 13 has been to somewhat reduce the attractiveness of this measure because of the limit on the property tax that can be assessed; however, this financing mechanism is still viable.

General Funds. The City could appropriate monies from its general fund for a variety of activities, including open space acquisition, provision of bicycle trails, and street improvements. However, there are certain serious shortcomings to utilizing these funds for large-scale projects. In general, the amount available for such projects is limited. In addition, the use of the small amounts of funds that are generally available necessitates an incremental approach to improvements which is often impractical from an economic standpoint. In the case of open space acquisition, desired sites may no longer be available, or prices will have increased substantially over a period of time. Therefore, in most instances, the use of General Funds will have to be combined with some type of special purpose funding, which will be related to specific programs.

General Obligations Bonds. General obligations bonds can be used for a variety of purposes including municipal improvements and acquisition of open space and recreation lands. A major drawback at present is the requirement that the issuance must comply with constitutional debt limitation requirements, which prohibit a community from incurring a debt in any year greater than

revenues projected for that year. To exceed that debt limit requires two-thirds voter approval and creation of an annual tax sufficient to service the bond.

Dedications and Exactions. The California Subdivision Map Act allows cities to collect fees from developers to cover the costs of major thoroughfares, bridges, drainage, sewer and groundwater recharge facilities (Government Code Sections 66483-66484.5). It also allows the City to require a subdivider to install improvements with capacity in excess of that required for the proposed subdivision and requires that, in such cases, the local agency reimburse the developer for that portion of the cost in excess of that required for the improvements to serve the subdivision. To repay the above reimbursement cost, the City may levy a charge for use of the improvements, levy a charge against the real property benefiting from the improvements and/or establish a local benefit district to collect such charges (Government Code Sections 66485-66487).

Local governments have also required developers to provide land or public facilities such as parks, schools and recreational facilities or to pay for the provision of such facilities according to standards outlined in an adopted recreation element. However, there are limitations on the imposition of in-lieu fees including the need for an express or implied authorization for the item to be funded by the fee; the need, usually, for an implementing ordinance; and the need for the fee to bear a reasonable relationship to the project being approved. Furthermore, there is legal uncertainty whether certain fees are or are not "special taxes" under the meaning of Proposition 13. If they are interpreted to be "special taxes," then they cannot be imposed without two-thirds approval by the electorates. The City should, therefore, consult its own legal counsels when considering the use of fees.

Special Benefit Assessment. California law authorizes a variety of assessment procedures which can be employed to finance improvements in specific area. These assess-

ment procedures have been used historically to finance construction of roads, sidewalks, bridges or grade-separated crossings, flood protection facilities, storm drainage facilities, and open space. More recently they have been used for downtown malls, parking structures and transit. They can also be used to provide maintenance services or other specialized services. Unlike the reimbursement districts available under the Subdivision Map Act, assessment districts can apply in existing as well as new areas.

Assessment district procedures provide an equitable way of assigning costs because they operate directly on benefited properties and are based on property value or the amount of benefit received. With the passage of Proposition 13, the use of assessment procedures has special relevance in an industrial and commercial area since many recent fiscal analyses have concluded that residential properties are, or will be, paying an increasing portion of the tax burden.

The procedures for establishing assessment districts vary substantially, depending on the enabling legislation. In some instances, the legislative body can establish the district, in other instances approval by registered voters in the area is needed, while in still other instances approval by a majority of property owners is mandated. Thus the potential application of assessment procedures depends on the initiation and formation procedures required and by attitudes toward mandatory participation. A summation is provided below of the more relevant assessment procedures. These are discussed by the type of improvement or service financed by the procedure.

Drainage and Sewer Facilities. Government Code Sections 66410-66499.30 and the Subdivision Map Act (Government Code Sections 66483-66484.5) authorized payment of fees to defray the costs of building drainage facilities for the removal of surface and stormwaters from local and neighborhood drainage areas. To enact fees, an ordinance requiring payment of fees must be in effect for a

period of at least 30 days prior to the filing of a tentative map (or parcel map if not tentative map is required). The ordinance refers to a drainage or sanitary sewer area which contains an estimate of the total costs of construction the local drainage or sanitary sewer facilities required in the plan. The governing body is the legislative body that has adopted the drainage or sanitary sewer plan.

The cost to be imposed, whether actual or estimated, is based upon the findings of the legislative body that subdivision and development of property within the planned drainage or local sanitary sewer area will require construction of the facilities described in the plan.

Open Space. An Open Space Maintenance District is authorized in Sections 50575-50620 of the Government Code. The district may employ necessary labor and provide the required materials and equipment to maintain and to operate planned open space and recreation areas. Formation may be initiated by petition of at least 25 percent of the landowners in the proposed district. Alternatively, if the legislative body determines that the district is in the public interest, it may adopt an ordinance of intention, with protest by more than 50 percent of the landowners terminating the proceedings. The legislative body must have complete charge, supervision and control of all open areas maintained. The body may appoint an advisory board composed of five property owners within the district. Advisory board members serve without compensation for three years terms and may make recommendations to the legislative body with respect to maintenance and operation of open areas.

The governing body may levy an annual ad valorem special assessment not to exceed 50¢ per \$100 assessed valuation of taxable land and improvements within the maintenance area.

Bridges and Major Thoroughfares. Section 66484 of the Government Code enables

cities to adopt an ordinance that may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for the construction of bridges or major thoroughfares. Local ordinance must refer to the Circulation Element of the General Plan and to the provisions of such element which identify those major thoroughfares whose primary purpose is to carry through traffic and to provide a network connecting the state highway system. If one-half of the owners within the area of benefit protests the improvement, then proceedings are abandoned. The local ordinances may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit. An ordinance adopted pursuant to this section may provide for the acceptance of consideration in-lieu of the payment of fees. The agency imposing fees may incur an interest-bearing indebtedness for the construction of bridge facilities of major thoroughfares.

Streets and Highways. Section 22585-22594 of the Streets and Highway Code allows the legislative body to construct or install improvements and to provide for the maintenance or servicing of those improvements. The assessment district is initiated by legislative resolution. Proceedings for the assessment may be abandoned if there is a majority protest representing property owners owning more than 50 percent of the area of assessable lands within the proposed district. A four-fifths vote of all legislative body members can overrule the protest.

Other Improvements. Special Municipal Tax Districts are authorized under Sections 60000-60160 of the Government Code. The district created can maintain and operate any public improvement or utility of local necessity or convenience, furnish or perform any special local service including music, recreation, or advertising. The governing body may appoint officers and employees for the district as it deems necessary. Officers and employees serve at the pleasure of the legislative body and are not subject to civil service provisions. Formation is initiated by a

petition of residents living within the proposed district. Ten percent of the registered voters within the proposed district must sign the petition. The legislative body adopts a resolution of intention and, if no objections are sustained, submits question of formation of district and levy tax to residents of the district. A majority vote in favor of the district allows the legislative body to declare the district formed and levy the special tax. The district has the authority to levy taxes upon taxable property not to exceed \$1 per year on each \$100 of assessed valuation.

Other Special and Assessment and Bonding Acts. A variety of other assessment district acts exist in California, many of which may be applicable to the City. These include the following: The Improvement Act of 1911, the Municipal Improvement Act of 1913, the Drainage District Improvement Act of 1919, the Parking District Law of 1951, and the Pedestrian Mall Law of 1960. All of these allow for the issuance of bonds to construct public facilities. The bonds can be against single owners or against a group of owners.

TRANSIT

National Mass Transportation Assistance Act of 1974. This Act amends the Urban Mass Transportation Act of 1964. It authorized increased federal assistance for mass transportation with an appropriation of \$11.8 billion, to be disbursed from 1975 through 1980. Additional monies were appropriated in 1978.

Urbanized Mass Transit Grants. Section 5 provides funds to local government agencies to cover up to 50 percent of operating costs or up to 80 percent of capital outlays for transit systems. The monies are allocated through the federal Urban Mass Transit Administrations to the regional planning agencies. In Rancho Cucamonga's case, Southern California Association of Governments (SCAG) is the regional planning agency. Monies are to be used to develop

or expand local systems, which is Omnitrans. The total program administered by Caltrans for fiscal year 1981 will be about \$9 million.

Capital Assistance for Private Nonprofit Organizations Serving Elderly and Handicapped People. This program, UMTA Section 16, provides capital assistance to private nonprofit organizations to develop transportation systems for handicapped people or the elderly. These are 80 percent funding grants that must be matched by 20 percent local funds. Total funding for fiscal year 1981 will be \$1.3 million. No deadline has yet been announced, but will be established soon and announced through regional Caltrans offices.

The Department of Transportation Federal Aid Urban (FAU) Funds. FAU funds are available to fund most types of transportation facilities. The monies, administered by Caltrans, are distributed among its regional districts. Locally, a Transportation Technical Advisory Committee, comprising engineers from local jurisdictions, makes recommendations on the use of the FAU funds, of which a small percentage is earmarked for transit related projects. Within the County, the San Bernardino Associated Governments (SANBAG) is responsible for reviewing and approving projects.

Transportation Development Act of 1972.

This State Act establishes a local transportation fund in the County treasury that utilizes a portion of the sales tax transmitted by the State Board of Equalization. The monies are designated for acquisition of land and other property, for acquisition or replacement of transportation vehicles, and for capital expenses. SCAG administers the program, but it is the San Bernardino Associated Governments (SANBAG) which makes recommendations and approves projects locally. The designated recipient for such funds is Omnitrans.

State Transit Assistance Act. Passed in 1979, SB 620 appropriates money strictly for public transit. The monies, to be used over the next three years, amount to \$350 million.

Part of the funds are allocated to Caltrans in order to conduct demonstration projects. These funds are being used locally to undertake a commuter rail service between San Bernardino and Los Angeles. Two routes have been examined and both appear to be viable. The one of the greatest relevance for Rancho Cucamonga is the one planned for the Santa Fe line, which passes through the southern part of the City.

Most of the funds, however, are distributed to the counties to fund operating and capital expenditures of local transit operators. SANBAG, as the County Transportation Commission, receives these funds directly. The money is then made available to Omnitrans, the local transit operator.

HOUSING

Federal

The primary sources of financial assistance for housing are contained in the Federal Housing and Community Development Acts of 1974 and 1977. Title II of the 1977 Act, Housing Assistance and Related Programs, consolidates federal programs related to assisted housing it incorporates Section 8 of the Housing Act of 1937, which encourages substantial rehabilitation or new construction for lower-income families. HUD then provides the owner with funds which make up the difference between the rent the tenant can afford, determined by income and family size and the market rental of the units. Homeownership assistance for low- and moderate-income families are provided by Sections 235 and 221(d)(2). The Act also provides for new construction, or substantial rehabilitation of housing, in which some or all of the units are made available for occupancy by lower-income families. Rancho Cucamonga, through its Housing Coordinator, should investigate the applicability of each of the subsidized housing programs to the community, and should utilize these programs to implement the goals of obtaining a mixture of housing.

State Assistance Program

A variety of programs are administered by the State Department of Housing and Community Development (HCD) and offer funds for use by local governments to improve the availability and affordability of housing. Many of the available programs are described in the Housing Element in Chapter III. Programs of particular note are described below.

AB 333. Legislation enacted in 1979 appropriates \$100 million for a demonstration program to assist low- and moderate-income households achieve homeownership for a rental construction incentives program, and for expansion of HCD's Deferred Payment Rehabilitation Loan Program.

Homeownership Assistance. This program, soon to be initiated as a pilot project by HCD, will allow the State to assist a limited number of homebuyers who could not otherwise afford to purchase a home. As part of the \$100 million package authorized by AB333, the state is authorized to spend \$3.5 million to provide up to 49 percent of the purchase cost of a dwelling unit, as long as it does not reduce the down payment below 3 percent. The balance must come from private or other public lending institutions. In return for putting up the money, the State will share in the eventual appreciation when the home is sold, refinanced, or the home buyer is able to make full monthly payments. The program is focusing on tenants who face evictions from condominium conversions, on mobilehome owners who own their own coach but rent their spaces; and on cooperative or nonprofit corporations that want to develop or buy mobilehome parks.

Rental Housing Construction Program. Authorized by the same legislation, this program provides assistance to developers of rental units, provided a percentage of the units is set aside for persons of very low and low income. Under this program, HUD may "write down" the development costs of low income units within rental developments financed by the California Housing Finance Agency (CHFA) or a local entity offering below market interest rates. The Rental

Housing Construction program is funded for \$82 million. Priority is given to rental developments which are of the lowest possible cost; incorporate innovative design and construction techniques as well as higher densities; complement a local program to increase housing supply for low- and moderate-income households; receive private or public contributions of funds, services, land or CDBG funds; and utilize funds in the most efficient manner to produce the maximum number of units.

The Marks-Foran Residential Rehabilitation Act. The Marks-Foran Act, enacted in 1973, is designed to reverse the decline of entire neighborhoods by concentrating loans in designated residential rehabilitation areas. This is enabling legislation allowing local governments in California to issue tax-exempt revenue bonds to make long term, below market interest rate loans to owners of residential properties in declining neighborhoods for the purpose of rehabilitation. The Act was passed in 1973, after funds for the Federally Assisted Code Enforcement Program (FACE) were discontinued. The Act authorizes cities, counties, cities and counties, housing authorities and redevelopment agencies to conduct programs for the financing of residential rehabilitation. The local agency is obligated to make public improvements to upgrade the area and to enforce the rehabilitation standards in 95 percent of the residences in the area. There may be a time limit of two years to accomplish the work. Through a public participation program, areas are chosen which contain a large number of deteriorating residential buildings but where, with sufficient loans, rehabilitation of nearly 100 percent of the homes is likely. Rehabilitation of buildings located outside of a designated rehabilitation area can be financed under this Act if they are to be occupied by low- or moderate-income persons.

California Housing Finance Agency (CHFA), Programs administered by CHFA are intended to revitalize deteriorating areas by providing low to moderate income households with loans below market interest rates in order for them to purchase and/or rehabilitate their homes.

Direct Loan Program. The direct loan program administered by CHFA makes construction and rehabilitation loans of up to 95 percent to profit motivated developers, and up to 100 percent to nonprofit and public agencies for multifamily developments, mixed income projects and housing for the elderly. Each project must contain a mix of units at the market rate and units subsidized through HUD's Section 8 program. At least 30 percent of the dwellings must be for very low income residents (defined as an income not exceeding 80 percent of the area median income).

Homeownership Home Improvement Program. Under this program, the CHFA purchases mortgage loans at below market interest rates on single-family homes (1-4 dwelling units) from private mortgage lenders. Savings are then passed on to low- and moderate-income home buyers. The mortgages must be insured by the FHA, guaranteed by the VA, or coinsured through private market insurance.

CHFA encourages certain types of mortgages under this program by offering incentives to mortgage lenders. The agency will rebate 1/4 to 1 percent of the mortgage loan amount to lenders who deliver a loan which:

- is on property which has been moved to a new site and rehabilitated since August 1, 1976 and on which have been made improvement amounting to at least 25 percent of the property's appraised value;
- is a multi-unit subsidized residential structure for which alternate financing is unavailable;
- is a large family residential structure which is to be occupied by a large family;
- is made to a family displaced by governmental action or as the result of a natural disaster; or

- is made in a neighborhood preservation, neighborhood improvement, urban renewal, or code enforcement area.

Deferred Payment Rehabilitation Loan Fund.

This fund provides deferred-payment loans to local governmental agencies and nonprofit corporations that operate housing rehabilitation programs for low- and moderate-income households. The loan program is administered by the State Department of Housing and Community Development (HCD). The passage of AB 333, discussed above, appropriates an additional \$10 million to the program and revises the original program by allowing funds to be used for room additions; loans to be made in areas in which a local agency or nonprofit corporation is or will be using federal funds for rehabilitation; HCD to make funds available to nonprofit corporations which are undertaking rehabilitation programs; and HCD to make funds available to housing authorities and redevelopment agencies as well as cities and counties.

Neighborhood Reinvestment Corporation

Nonprofit organizations, under agreement with the Neighborhood Reinvestment Corporation (NRC), are eligible for funds to implement housing and neighborhood preservation programs for low- and moderate-income households. Initiated in 1978, the corporation operates three programs: Neighborhood Housing Services (NHS), Neighborhood Preservation Projects (NPP), and Apartment Improvement Programs (AIP). They are administered by autonomous local nonprofit organizations comprised of community members who direct policy, design and market programs, and pursue local reinvestment plans. Congress recently appropriated \$12.5 million to fund the corporation.

NHS seeks to revitalize neighborhoods by focusing on restoring credit for homeowners in deteriorating neighborhoods. The Corporation assists by helping a locality create its own ongoing NHS program.

NPP is aimed at treating aspects of neighborhood deterioration in order to renew confidence in the neighborhood. The program provides developmental funding for selected demonstration projects.

AIP is designed to provide assistance for rental improvements. The program is just getting underway.

Municipal Revenue Bonds

There are several possible mechanisms for financing housing through revenue bonds.

Municipal Revenue and Financing. The City could issue revenue bonds, utilizing the income to be received from any housing developed to pay the debt service on the bonds. The money would be made available through the City to nonprofit available sponsors of low- and moderate-income housing. As a general law city, the State enabling legislation would be necessary to empower the City to issue such bonds. The bond issue would have to be approved by two-thirds' voter approval, and would require economic and financial feasibility prerequisites to obtain voter approval. The bonds thus issued would require pledging all of the revenues generated by the proposed project(s) to retiring the bonds, and such bonds are tax exempted.

Public Authority Revenue Bond Financing. The City could execute a joint powers agreement with the County Housing Authority, and specify a scope of housing activities and designation of financial responsibilities such as sources of lease payments, and lessee-lessor relationship. These mechanisms would not require voter approval; however, according to the legislature, it would require documentation that the housing is a "public purpose".

Nonprofit Corporation Revenue Bond Financing. A non-profit corporation could be established for the purpose of developing low-and moderate-income housing, run by a board of directors with members generally selected by the governing body of the local jurisdiction, the Rancho Cucamonga City Council in this instance. The nonprofit corporation would be authorized to float revenue bonds to finance the acquisition and construction of public facilities, which would generally be leased to the City. The revenue bonds issued are secured by an indenture pledging the lease payments to pay

interest and principal on the bonds. If the City is the lessee of the facilities, the payment would most likely become a general fund obligation. The housing to be constructed must fulfill a valid public purpose, with the burden of proof on the City or involved public agency. The legislation requires that the City or public agency must have title to the land to be developed, and that the site be developed according to plans and specifications prepared by the City or the involve public agency. Revenue bonds are tax exempted.

BIKEWAYS

The Federal Aid Highways Act of 1973 and 1976 authorized a portion of Department of Transportation Federal Aid Urban Funds, which are usable for most transportation facilities other than construction and maintenance of local residential streets, to be used for construction of bicycle and pedestrian facilities in conjunction with federal aid highway projects. Section 141 of the Act authorizes monies to be used by local communities for bikeways. Because the annual appropriation to the region, encompassing California, Arizona, Nevada, and Hawaii, amounts to only \$400,000, the City should look to other funding sources first.

Bicycle Lane Account. Administered by the State Office of Bicycle Facilities, this account receives a sum of \$30,000 per month of the locals' share of state gas tax revenues. Currently, Class I facilities (bike paths) are given funding priority, but that will be changed to reflect the office's emphasis on enhancing bicycle commuting, and therefore encouraging bike lanes. As a condition for fund eligibility, the City must prepare a bicycle plan and have it approved by Caltrans. The grants will fund 90 percent of the project costs. Local agencies must match that with the other 10 percent. Funding may be for both planning and construction of the specific project but cannot be used to maintain bikeways. Most grants are \$50,000 or less, and applications should

be in to the Office of Bicycle Facilities by about the first of the year.

Transportation Development Act Funds (SB 325). Monies are usually designated far in advance for various projects but typically for transit operations. However, SB 821 was approved in 1974 and stipulated that at least two percent of SB 325 funds must be directed to the building of bicycle and pedestrian facilities, unless the regional planning agencies have a more urgent need for the funds. At the local level, these monies are administered by SANBAG.

State Highway Account. Section 156.10 of the Streets and Highways Code enables Caltrans to construct and maintain nonmotorized transportation facilities approximately paralleling any State highway where the separation of nonmotorized traffic from motor vehicle traffic will increase the traffic capacity or safety of the highway. An annual amount of \$360,000 is set aside for such facilities (i.e., those designed primarily for use by pedestrians, bicyclists, or equestrians) to be used in conjunction with State Highways.

OPEN SPACE FUNDS

Federal Land and Water Conservation Fund. This fund is administered by the Heritage Conservation and Recreation Service of the U.S. Department of Interior, through the California Department of Parks and Recreation. Assistance is provided for acquisition and development projects approved by the State. The grant is intended to supplement the amounts spent by local governments rather than replace their expenditures.

Funds available in 1979 amounted to \$12 million, and it is expected to be similar for next year. The monies are allocated to planning districts within the State, and projects are competitive within the district. Priority is given to projects serving urban populations for basic facilities, and for projects for which other federal financing is not

available. Grants are made on a 50-50 matching basis, with the federal share based on allowable project costs. The projects so financed must be permanently dedicated to public outdoor recreation use, and the agency applying for the funds must assume responsibility for continuing operation and maintenance. Acquisition and development of the railroad right-of-way for a lineal park and bicycle trail system may be applicable to this program.

State Fish and Game Department Natural Habitat and Ecological Preserve Management Program. Natural habitat areas that do not meet requirements of natural significance to qualify for federal acquisition and/or management may be acquired by the State Department of Fish and Game and managed by them; however, the emphasis of the program is toward protection of rare and endangered species. Where necessary, the State Department of Fish and Game also may contract with the Federal Bureau of Sport Fisheries and Wildlife to have the latter manage the natural habitat area. Funds for these activities come from the operating budget of the State Department of Fish and Game and other applicable federal grants-in-aid, such as the Land and Water Conservation Fund.

Robertie Z'berg Urban Open Space and Recreation Program. Funds from this program are available to cities through the California Department of Parks and Recreation. Criteria are used by the state to determine whether a community is "urban", in which case it is earmarked to receive block grant monies. Allocations are based primarily on population. Priority is placed on projects that meet the highest need, which may be providing facilities in areas of highest population density or of fewest recreational opportunities. The State will provide 75 percent funding and require local governments to contribute the remaining 25 percent. An amendment passed in 1978 permits up to 25 percent of the block grants to be used for the operation and maintenance of recreation lands and facilities that are acquired or developed with these funds. The City of Rancho Cucamonga is eligible for \$12,000 for 1980-81.

1980 Bond Act (California Parklands Act, SB 624). This Act will appear before the voters as Proposition I on the November 1980 ballot. The intent of the legislation is to provide additional funds for the Robertie Z'berg Program and to make \$85 million available to the counties to be allocated among its jurisdictions for recreational development. Approval of the proposition would increase the City's entitlement from the Robertie Z'berg funds an additional \$36,000, and make nearly \$3 million available to San Bernardino County.

Open Space Easement Acts of 1969 and 1974. The Open Space Easement Act of 1969 authorized local governments to spend public funds to acquire title or easements to open space lands. Acquisition may be through outright purchase, gift, donation, lease, or other means. The 1974 Act authorized local governments to accept grants of open space easements on private lands. The arrangement is similar to the Williamson Act agricultural preserve, whereby the landowner agrees to public use of that portion of his land covered by the easement either for perpetuity, or for a period of at least 10 years. Improvements to the land are prohibited unless authorized within the contract.

National Historic Preservation Act of 1966. Various provisions of this Act make funds available to communities for the purposes of acquisition, planning, rehabilitation, and preservation of districts, sites, buildings, and structures significant to a community's history. A grants-in-aid program, offered by the Department of Interior through the Heritage Conservation and Recreation Service (HCRS), provides up to 50 percent matching funds for eligible projects. The State Office of Historic Preservation receives approximately \$650,000 yearly for disbursement to local governments, private organizations, and individuals. Survey and planning grants are also available to develop inventories of historic archaeological, architectural, and ethnic properties in neighborhoods, cities, and counties.

ENERGY

Community and State Energy Planning Assistance Act of 1980 (Energy Management Partnership Act). This bill (H.R. 7945), currently being reviewed in the House, would authorize \$140 million annually to localities and \$100 million annually to states for fiscal years 1980 through 1983. The funds would be used to prepare and implement local energy plans relying on renewable resources and on conservation. A similar bill is being reviewed in the Senate. However, that bill (S.1280) authorizes \$80 million per year to localities and \$102 million per year to states for fiscal year 1980 through 1984.

Public Works Improvement Program. The U.S. Economic Development Administration (EDA) may have a substantial amount of money to allocate for doing energy retrofits on public buildings. The Public Works Improvement Program (PWIP), part of the Public Works Program, has traditionally provided money to upgrade existing buildings. It was expanded in 1979 to include energy retrofits. The primary thrust of the program is to stimulate jobs in areas with high unemployment.

Eligible entities are nonprofit corporations and local governmental entities. The building they have in mind must serve the public, provide public benefit, and be in a locale that is designated, or is eligible to be designated, as a PWIP Designated Area. These are areas with high unemployment levels; they may be as small as one census tract. Eligible projects must have a preliminary energy audit performed before they can be considered for funding.

U.S. Department of Energy Small-Scale Appropriate Energy Technology Grants Program. This program provides grants to individuals, small businesses, state and local agencies, and local nonprofit organizations for exploration of some of the less sophisticated, small-scale energy technologies appropriate to local needs. Funds are used

for concept testing, practical applications, and demonstrations of commercial feasibility. A wide variety of projects have been funded to date, such as a wind system for a school district farm/ garden center and a solar system for a recycled bottling plant.

UDAG Energy Conservation and Alternative Energy Projects. The Urban Development Action Grants (UDAG) program under the Department of Housing and Urban Development (HUD) focuses on funding economic development and neighborhood revitalization activities, including projects in energy conservation and alternative energy development. Economically disadvantaged cities and urban counties are eligible for the grants which average \$913,000 for small cities and \$3,003,000 for metropolitan areas. To be eligible for a UDAG grant technical and economic feasibility studies must be completed by "competent professionals"; it must be shown that the funds will be used to stimulate private investment; the application must indicate the ratio of fuel saved to UDAG dollars; and a community energy plan must be described.

Western SUN (Solar Utilization Network).

This is one of four regional centers funded by the U.S. Department of Energy for commercializing and implementing solar energy in procurement activities in each region. Emphasis is on education, training, marketing, analysis, business services and consumer protection in the areas of "ready now" technologies: passive solar heating and cooling, solar hot water, industrial process heat, small wind energy conversion systems, systems for direct wood combustion. Individuals and any legal entities, both profit and nonprofit, can bid on proposals under this program. Small grants (up to \$10,000) are also given to community groups, local governments, and others interested in increasing solar awareness and developing progressive energy legislation.

U.S. Department of Energy (DOE) Energy Conservation Assistance. This U.S. Department of Energy program provides matching grants to public and private nonprofit

schools, hospitals, public care institutions, and local governments for identification and installation of cost-effective energy conservation measures. The program is divided into three sections: energy audits to identify low and no-cost building and equipment operation and maintenance modifications; technical assistance audits to identify more costly energy-saving measures; and implementation of energy conservation measures as identified by the technical assistance audits. These federal grants normally require up to 50 percent matching funds from the participating agency.

California Energy Commission (CEC) Energy

Conservation Assistance. As mandated by the State of California Energy Conservation Assistance Act of 1979, this program provides low interest loans for energy audits; technical assistance audits, and energy conservation measures for schools, hospitals, local governments, special districts and public care institutions. These state loans can be used to provide matching funds for the federal program or as sole support for eligible projects.

California Energy Extension Service Community Energy Program. The purpose of this pilot program, started in 1977 through the U.S. Department of Energy, is to implement energy conservation measures and to encourage use of renewable resources. The program was designed and is administered by the State Office of Appropriate Technology and provides community grants for direct, local and personalized assistance to consumers. In 1980 more than \$650,000 in contracts was awarded in amounts ranging from \$10,000 to \$40,000. Contractors will perform various services, including performing energy audits for builders, providing bilingual conservation materials, translating technical materials into more accessible form, showing farmers how to save energy in livestock production and dairying, helping local government officials learn about energy management plans for cities, and providing a fuel-efficient drivers' training course.

California Department of Education Environmental and Energy Education Grants. Funded by the sale of personalized license plates, these grants are designed to promote interdisciplinary school and community programs that will help children develop the necessary knowledge, awareness, and skills to protect the natural environment and conserve energy and resources.

ACTION. ACTION's purpose is mobilization of voluntary action programs in the United States and abroad; both domestic and international volunteer programs sponsored by the federal government are administered and coordinated by ACTION. This federal volunteer service agency has provided technical assistance and funds to communities initiating energy conservation programs. As a prerequisite, communities must mobilize their citizens and other resources to mount an intensive effort to establish an effective low-cost or no-cost energy conservation program.

VII GLOSSARY

CALIFORNIA ENVIRONMENTAL QUALITY

ACT (CEQA): Original legislation (1970) and amendments passed by State Legislature which sets forth procedures for assessing the impact of a certain project or proposal on the physical, social, and cultural environment. Also defines the content of Environmental Impact Report (EIR), which discusses significant environmental impacts.

COMMUNITY DEVELOPMENT BLOCK GRANT

PROGRAM (CDBG): Grants are awarded by the Federal Department of Housing and Urban Development to cities and counties to fund community development activities such as housing programs, economic development, facilities (streets, sewers, water systems, etc.). These programs are administered by the City.

CONDOMINIUM: Ownership of a building, or group of buildings, and parcel, or groups of parcels in common generally sharing the use and costs of facilities. Normally associated with multiple family developments, but can also be commercial and industrial development.

CONSISTENCY: State Planning Law requires that development within the City be in line with the General Plan. Development of a parcel must be within the range of allowable uses and density (numbers of houses per acre) that is enumerated in the text of the General Plan and the Land Use Plan Map.

DENSITY, RESIDENTIAL: The number of homes which can be built per one acre; it is expressed on the Land Use Plan in six residential categories each allowing a range of dwelling units per acre (du/ac).

DU/AC: Dwelling unit per acre. Designates the gross number of dwellings allowable on a given acre.

EIR: Acronym for Environmental Impact Report. See under heading "California Environmental Quality Act" for further explanation.

EQUESTRIAN: Pertaining to horses; such as facilities used primarily in horse riding recreation activities such as trails or equestrian oriented parks (Heritage Park).

FAIR SHARE: State Law requires all jurisdictions to make plans which provide for its "fair share" or proportion in a regional market area of lower income households. Actual numbers of dwelling units are allocated to the City by the State Department of Housing and Community Development through the Southern California Associations of Governments (SCAG).

FLOOD PLAIN, 100 YEAR: Federal legislation requires that the City have a flood management program for areas which are within the 100 Year Flood Plain. (Those areas which can expect to be flooded in a storm that has a one-percent (1%) chance of occurring each year or will happen on the average of once every one hundred years).

GROWTH MANAGEMENT: The City's Growth Management process is used to control residential projects submitted for subdivision and development in the City so that they are consistent with available public service capacity.

HOUSING, AFFORDABLE: Owner occupied affordable housing is a housing unit which has been purchased and occupied by a family whose income is less than 120% of the most current median income for the regional market area. Rental affordable housing requirements are defined by San Bernardino County Office of Community Development.

LIQUEFACTION: A condition that occurs when intense ground shaking forces water between particles of loose soils, such as sand, causing them to liquefy like quicksand and become extremely unstable.

MASTER PLANNED DEVELOPMENT: In some areas conditions may exist which require that a conceptual development plan for that area be submitted so that the development of the parcel can be reviewed in the context of its immediate surrounding. A master plan could review land use, density, road systems, the location of public facility such as a park or school or all of the aforementioned.

MEDIAN INCOME: A calculated figure which represents the income level at the middle of the range where 50% make less than median and 50% more than median; should not be confused with an average, or mean, income.

NON-MOTORIZED TRANSPORTATION: Includes walking, biking, and horseback riding or any other type of travel that does not utilize a power driven vehicle.

ORDINANCE: Ordinances are laws adopted as specific implementation measures to General Plan goals, objectives, or policies.

PLANNED COMMUNITIES: Planned Communities are large, often multi-purpose development projects which implement the General Plan over a defined area of over 300 acres.

PRIVATE STREETS: Streets or roads not dedicated for public usage and, therefore, not maintained by the City; usually within planned developments or condominiums.

REGIONAL HOUSING MARKET AREA: Areas within the jurisdiction of Southern California Association of Government (Los Angeles, San Bernardino, Orange, Riverside, Ventura and Imperial Counties) are divided in Regional Housing Market areas. This are is used to determine the City's fair share allocation for low and moderate housing needs. Our housing market area includes the Cities of Pomona, Montclair, Ontario, Chino, and Fontana and the unincorporated areas of western San Bernardino County and north-western Riverside County.

REGIONAL STATISTICAL AREA: Primarily for census and population purposes, areas within the five County areas of Southern

California Association of Governments are divided into Regional Statistical Areas (RSA's). Our City is in RSA 28.

SANBAG: San Bernardino Association of Governments. A regional planning agency covering the local governments in the County of San Bernardino. Primary interest in planned functions relating to housing air quality, water quality, human services, transportation and census/demographics. Also serves as a regional clearinghouse for review and disbursement of numerous grant programs.

SLOPE: Slope is a measurement of the steepness of a hillside or other land form. Slope is normally expressed as a percentage where 45% or a ratio of 1:1 is 100% slope.

SPECIAL BOULEVARD: Designated major roadways and avenues in the City which require special treatment in regards to building setbacks, landscaping, and pedestrian paths (sidewalks).

SPECIAL DESIGN STREETS: Two streets in the City, Etiwanda north of Foothill and Hillside between Alta Loma Channel and Hermosa, because of their unique and historic character, have special design status; special design criteria are enumerated in the General Plan on Page 51.

SPECIAL IMPACT AREA: As a result of the findings of the traffic model run on the General Plan, two areas were designated as special impact areas: the area surrounding the Regional Center and the area surrounding the intersection of Haven and Foothill. Prior to development of those areas, detailed traffic analysis should be required with findings incorporated into the development plans.

SPECIFIC PLANS: Specific Plans are legal implementation tools used to further define the General Plan. Generally, specific Plans cover large areas; the Planned Communities are a form of Specific Plans.

SPHERE OF INFLUENCE: An unincorporated area directly adjacent to the City which the City expects in the future to annex and is recognized by the Local Agency Formation Commission.

TRAIL: An unimproved way which is used by forms of non-motorized travel, such as equestrian, riding, biking, and walking.

TRANSIT: Includes all types of transportation designed to move a group of people in a single vehicle such as buses or railways.

TSMP: Transportation System Management Program. A program designed to facilitate the flow of traffic on an existing street system by improving roadways, signalization, and the traffic management procedures.

ZONING: Used to implement the General Plan; zoning normally is associated with what specific uses are allowed in an area and site specific criteria such as setbacks, building height, lot width, lot depth, etc. By law, the City must have a Zoning Ordinance that is consistent with the General Plan.

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